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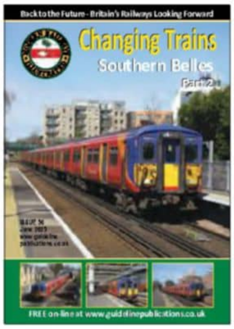
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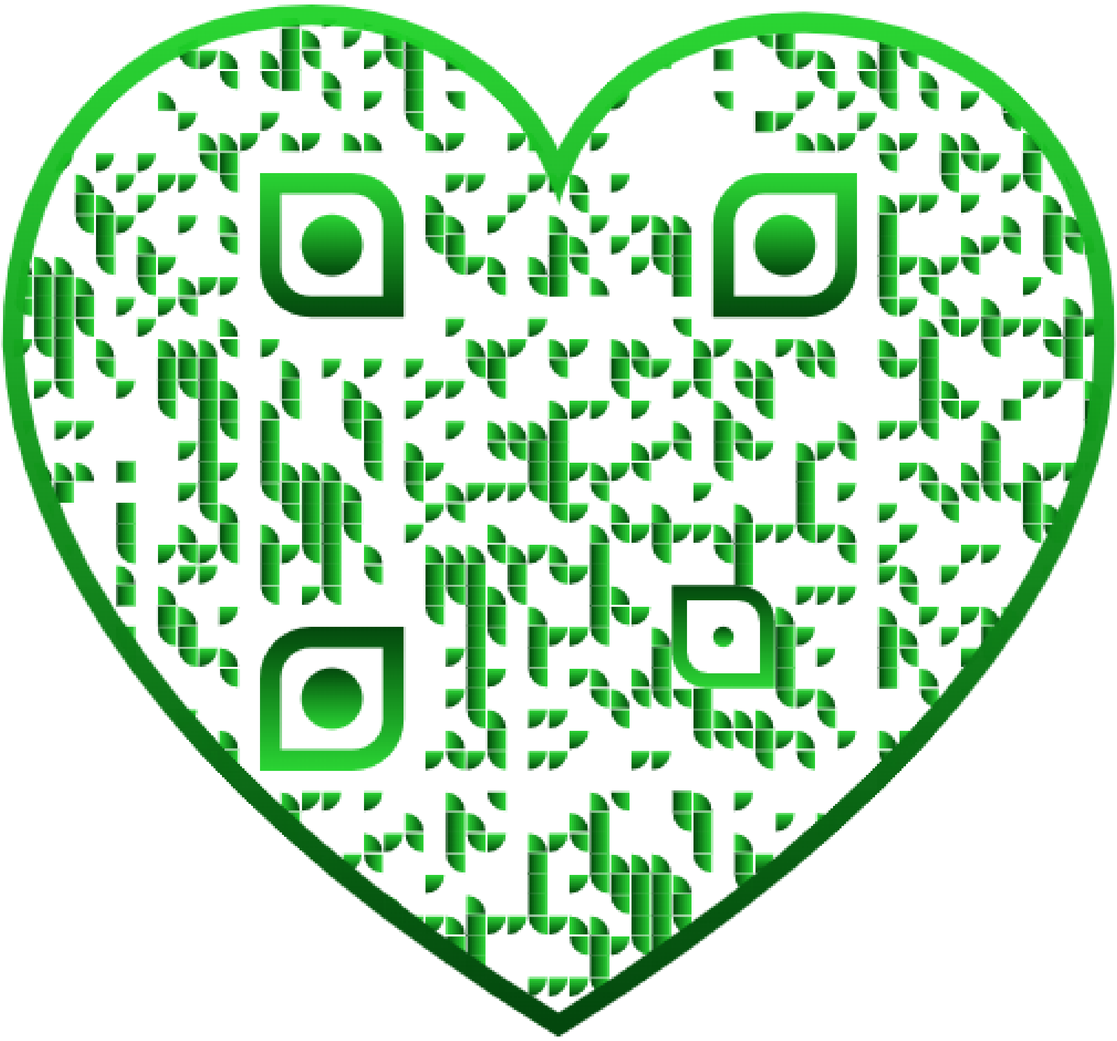

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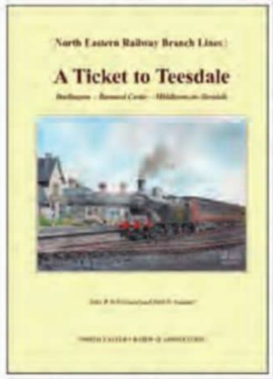

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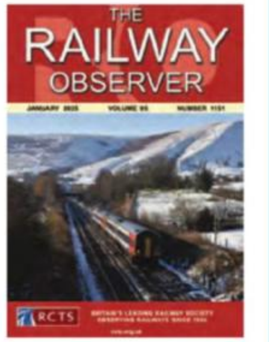

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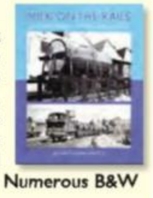

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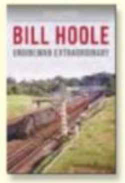

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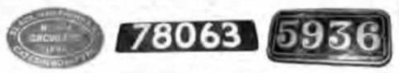

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Cover: **Battle of Britain 'Pacific' 34063 *229 SQUADRON* passes by on the Down Slow line near Winchfield on a presumably empty ballast train on Saturday 13th March 1965. Three and a half hours earlier it had passed in the opposite direction. Could the Up train have been carrying ballast from Meldon Quarry in Devon? The discs indicated a train to the Salisbury line and further west. 34063 was built as 21C163 at Brighton Works in 1947 and withdrawn in August 1965. From the book *Way Down South: Southern Steam in the Sixties* by Terence Dorrity. Published by Irwell Press.**

THIS MONTH'S FEATURES

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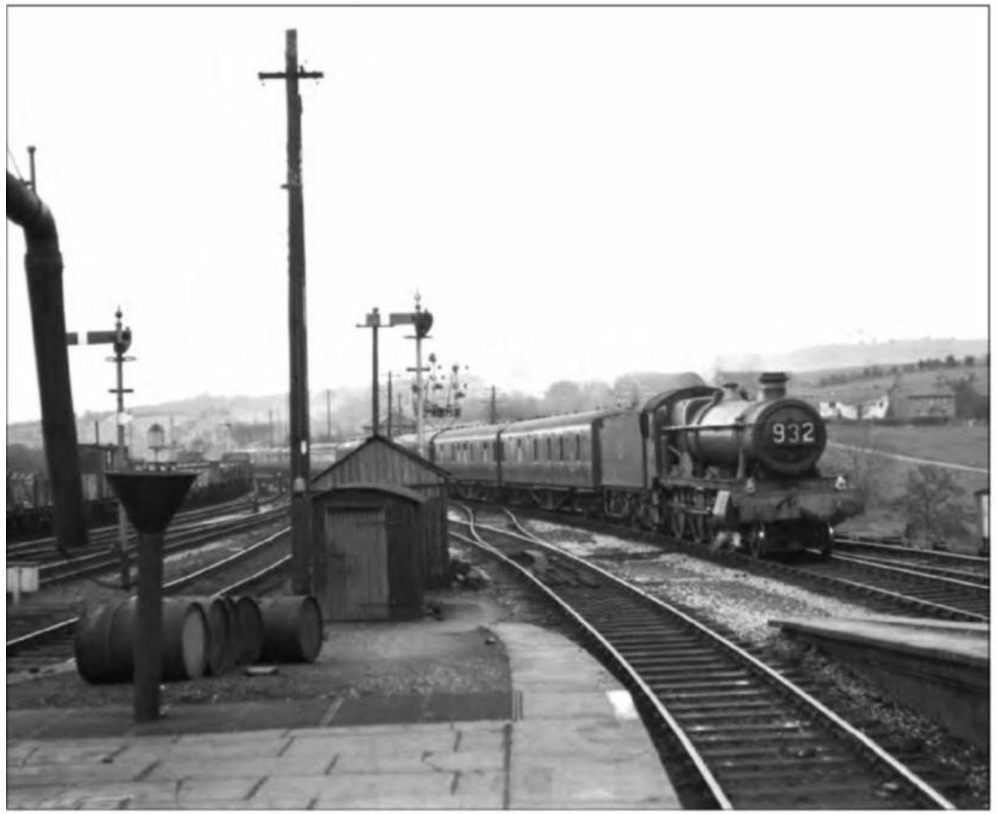
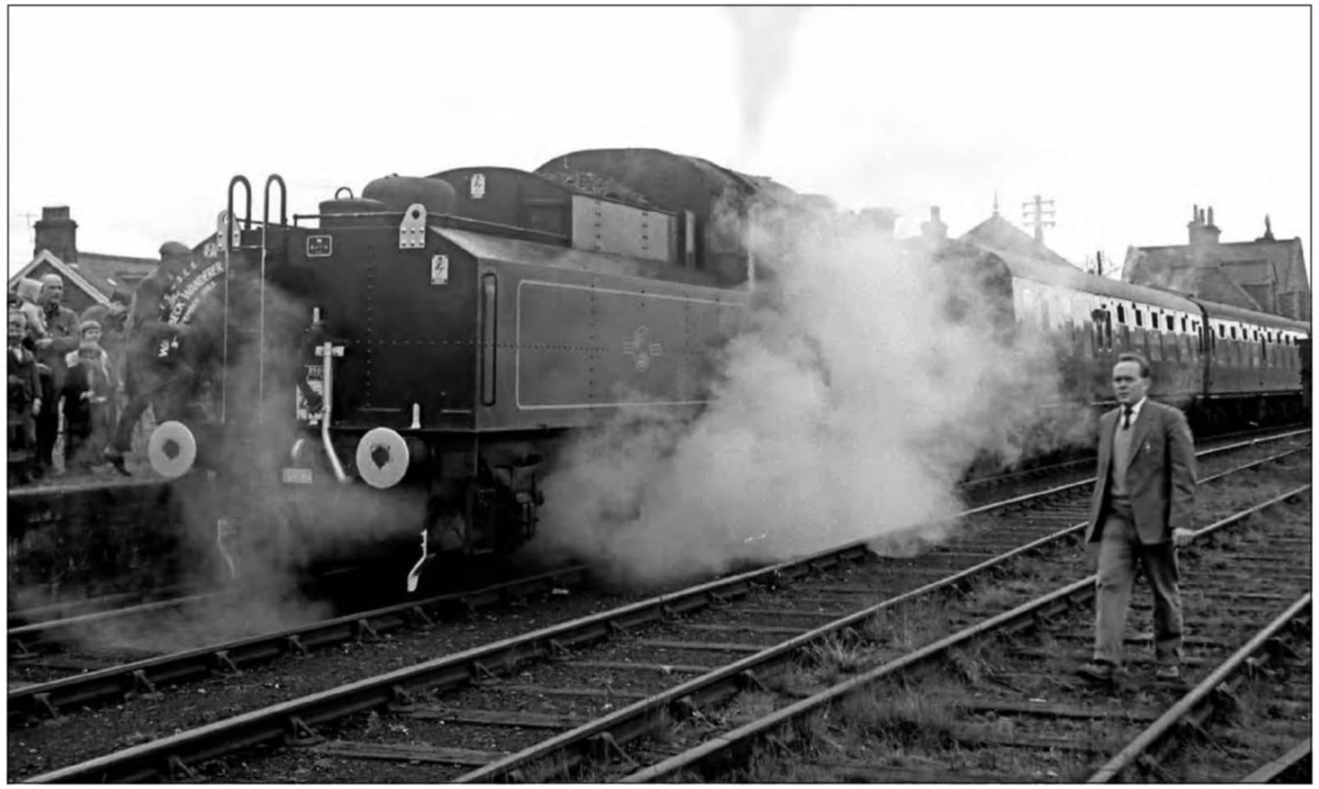


Above: 6932 *Burwarton Hall* from Canton (86C) approaches Pontypool Road with the 13-coach 11.45 Manchester (London Road) to Plymouth (North Road) on 26th March 1959. Carrying reporting No.932 there would be a likely change of loco as this train would travel along the Maindy curve avoiding Newport and Cardiff. *(S.Rickard/D.K.Jones Collection. See article on pages 410-415)*



Left: 9th November 1963. The Wansbeck Wanderer reached Bellingham a little before midday where there was a photo stop and another reversal. Watched by some fascinated local youngsters and a toddler-in arms, a tour official, having already re-fixed the 'valete' appendage, mounts the footplating to re-apply the RCTS/SLS headboard – a combination of sights never to be seen again at this location. *(Kenneth Gray, cty. Bruce McCartney. See article on pages 434-437)*

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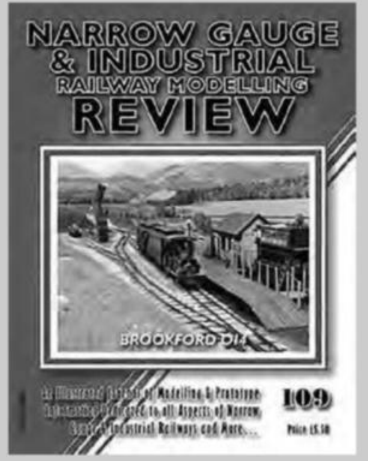

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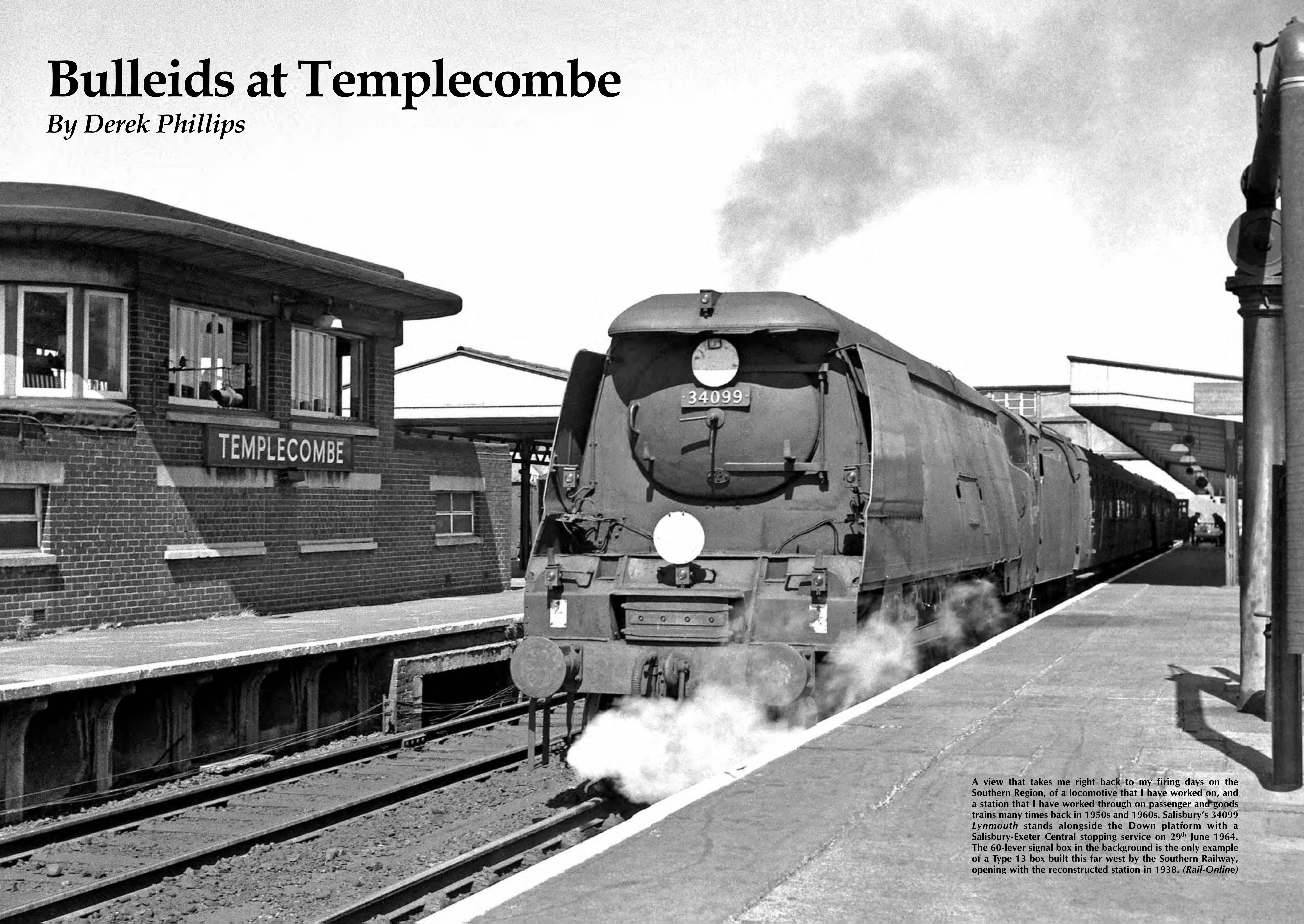
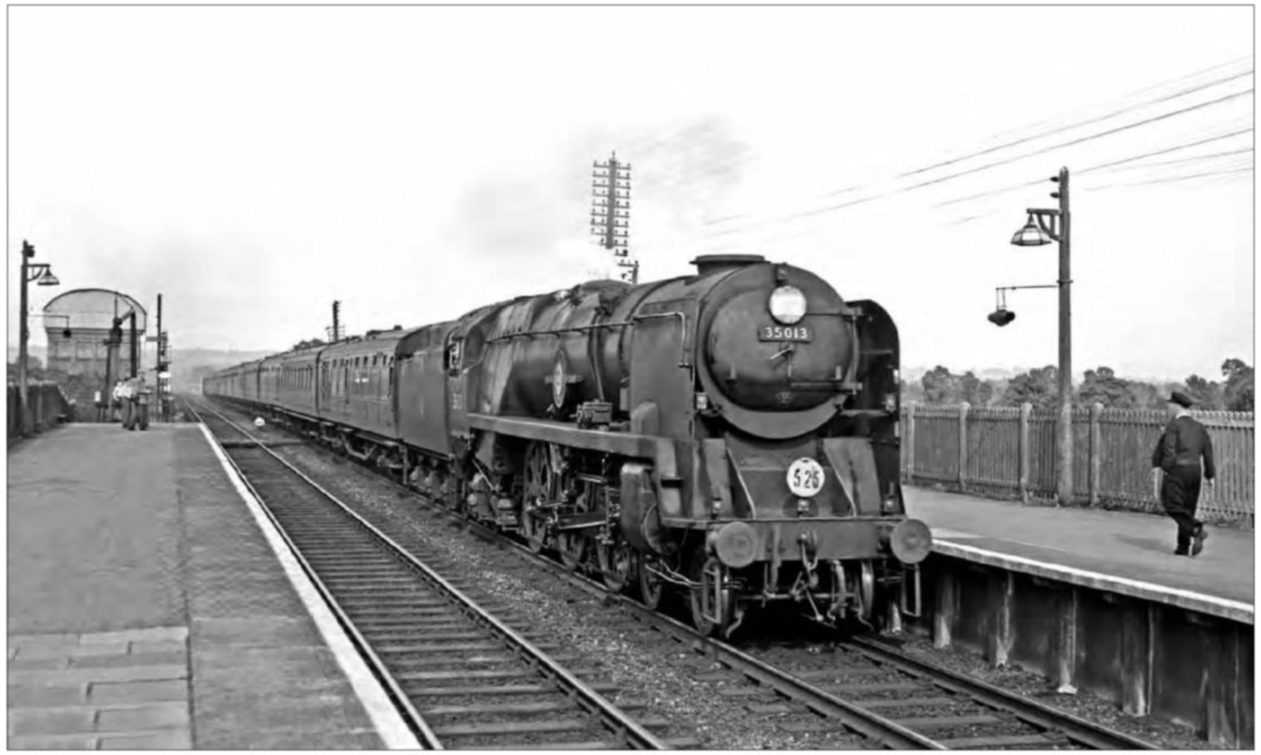
Bulleids at Templecombe

By Derek Phillips

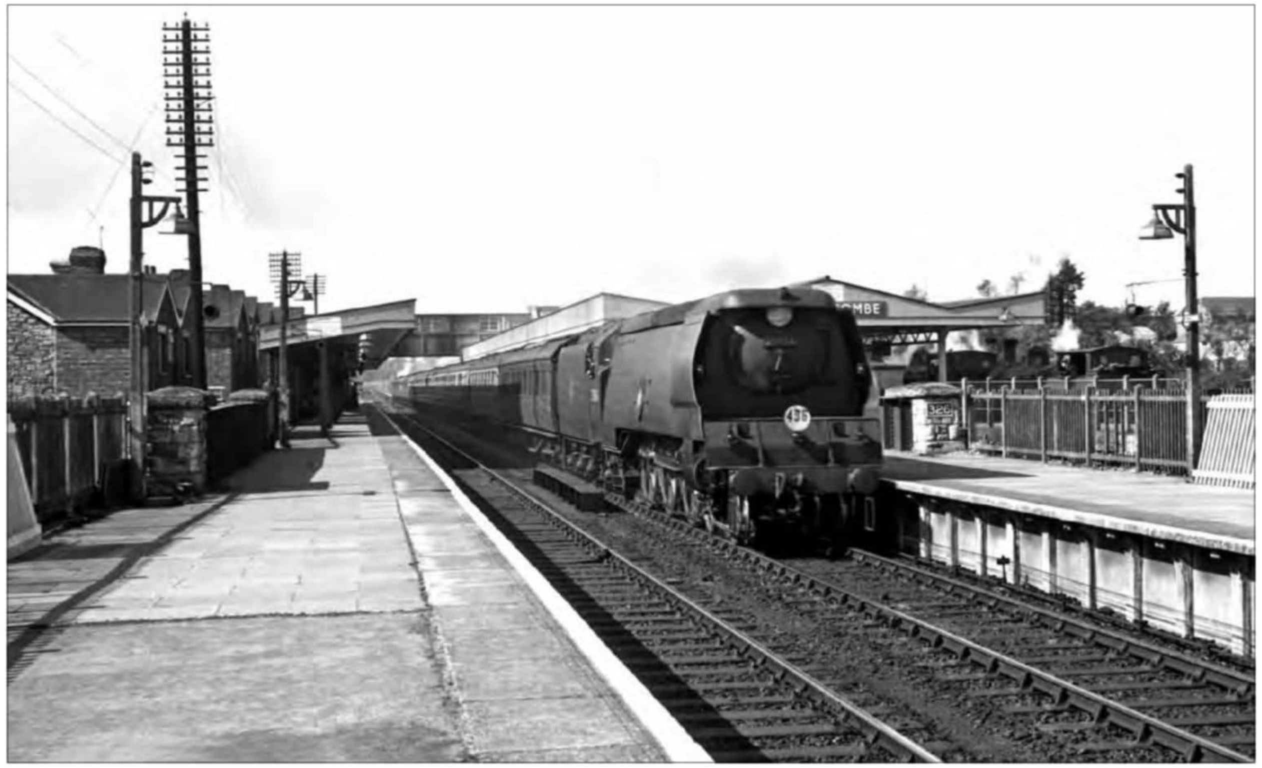


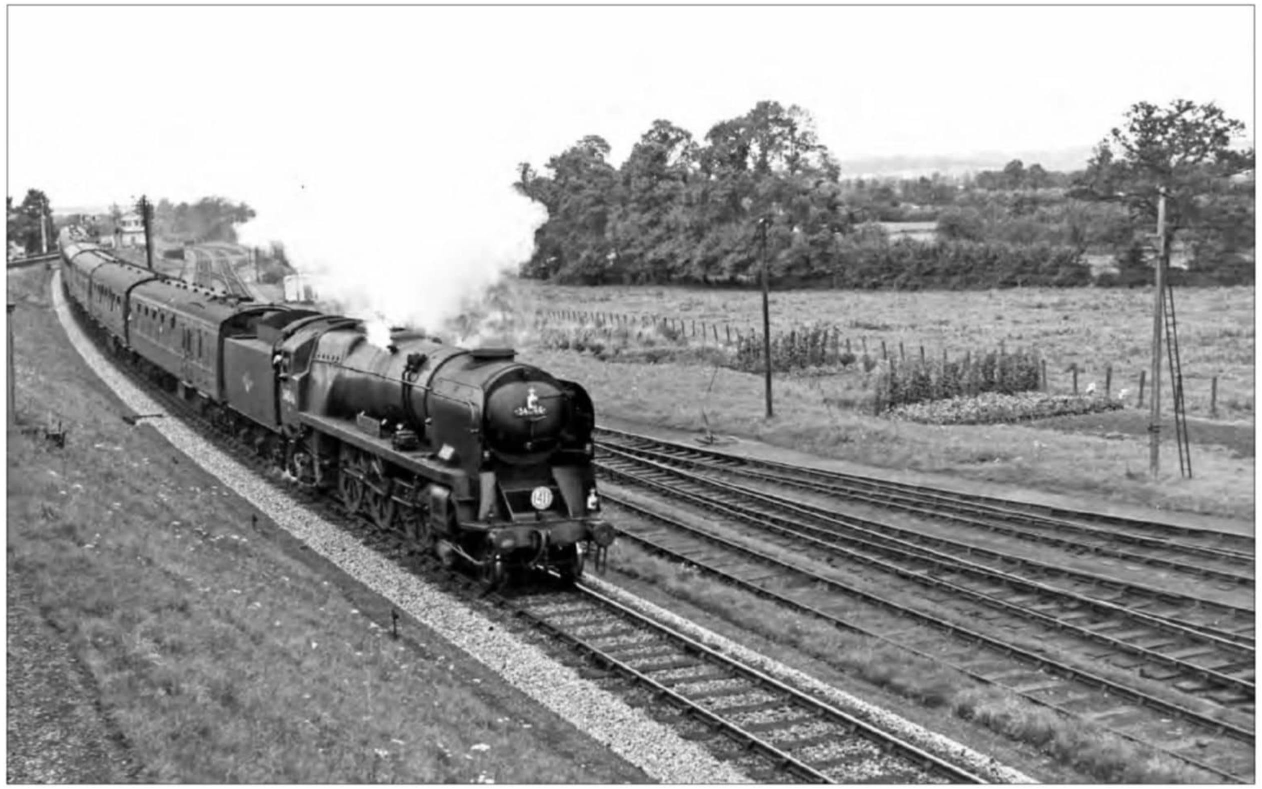
A view that takes me right back to my firing days on the Southern Region, of a locomotive that I have worked on, and a station that I have worked through on passenger and goods trains many times back in 1950s and 1960s. Salisbury's 34099 *Lynmouth* stands alongside the Down platform with a Salisbury-Exeter Central stopping service on 29th June 1964. The 60-lever signal box in the background is the only example of a Type 13 box built this far west by the Southern Railway, opening with the reconstructed station in 1938. *(Rail-Online)*



Having been rebuilt three years previously in May 1956, *35013 Blue Funnel* (72A) arrives at Templecombe with the 1pm Waterloo to Plymouth on 20th June 1959. Coaches, including one for Lyme Regis (detached at Axminster), will be detached from the train here. Once the 1pm had left we would reverse from the Down siding to the station, with a S15 propelling a couple of empty coaches. The shunter would couple our coaches to the ones left behind by the 1pm ex-Waterloo, and we would work the train onwards as the 3.34pm Templecombe to Exeter Central stopper. Normally we would have a Maunsell S15 4-6-0, although in later years it would be a West Country light pacific. This duty was always worked by Yeovil Town men. *(K.L. Cook/Rail Archive Stephenson/Rail-Online)*

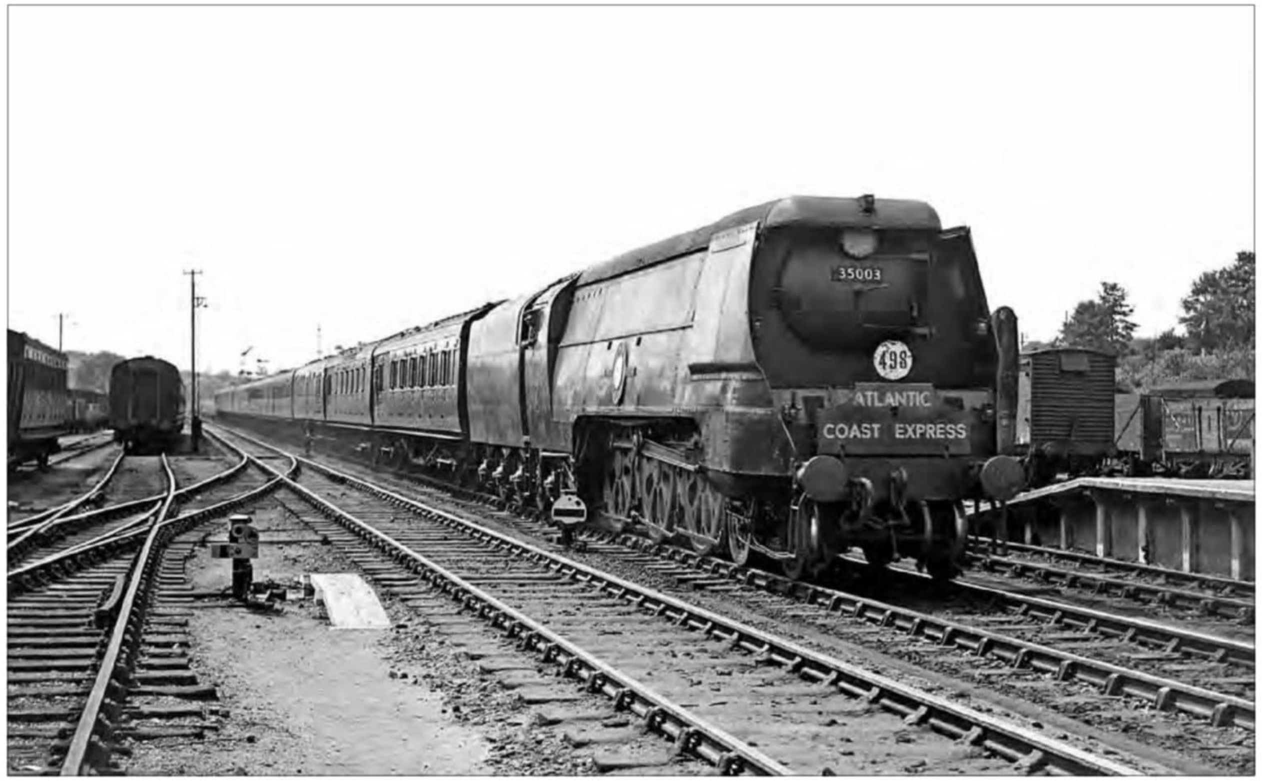
An Exmouth Junction locomotive since going there new in November 1948, rebuilt at Eastleigh Works in May 1959 and allocated to Bournemouth, 35024 *East Asiatic Company* arrives at Templecombe in the 1950s with the 10.30am Exeter Central (8.15am ex Plymouth) to Waterloo. Through coaches from Exmouth and Sidmouth for Waterloo would have been picked up by the train at Sidmouth Junction. A through coach from Seaton, which had been collected from Seaton Junction and brought to Templecombe by an Up stopper from Exeter Central, will also be added to the 10.30am here. A pair of 'Jinty' 3F 0-6-0Ts can be seen at the S&D platform on the far right. *(Rail Archive Stephenson/Rail Online)*





The southbound Sheffield portion of the 'Pines Express' ran as a separate train on summer Saturdays as seen here with 34046 *Braunton* passing Templecombe and heading for Bournemouth on the S&D main line on 20th August 1960. 34046 had worked the northbound Sheffield portion from Bournemouth to Bath Green Park earlier in the day. *(Transport Treasury)*

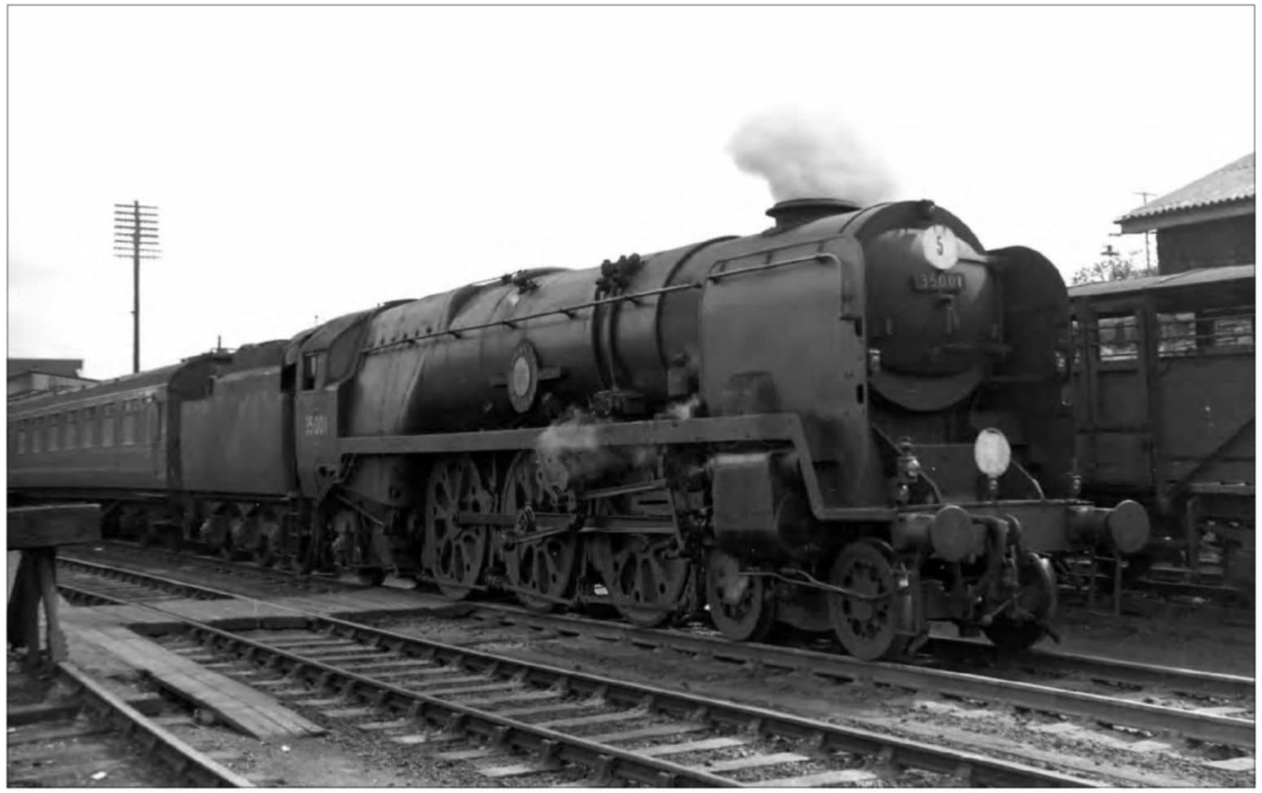
Plenty of coaching stock and freight wagons line the goods yards either side of the Southern Region main line at Templecombe, as Exmouth Junction's 35003 *Royal Mail* runs past on 6th June 1949 with the up Atlantic Coast Express. The locomotive, with its original cab, is carrying the early design of ACE headboard just above the front buffer beam, made from sheet metal with a peep hole allowing the electric marker light to shine through. The curved fairing is still in front of the cylinders, and the batten for attaching the 'Devon Belle' wing plates is seen at the top of the smoke deflector. The horizontal strengthening limpet board rib is visible along the length of the air smooth casing, which was a feature of the early class members fitted with limpet board for the casing. 35003 was rebuilt in August 1959 and withdrawn in July 1967. *(J.P. Wilson/Rail Archive Stephenson/Rail-Online)*



Three locomotives stabled in the Upper yard at Templecombe on 10th September 1960, awaiting the time to leave on their respective duties. Rebuilt West Country Light Pacific 34062 *17 Squadron* (72A) has the empty carriage stock for the 12.42pm stopper to Salisbury. This was a Yeovil Town duty, which I have worked, and it was not an arduous one. The Up inner home signal is 'off' in the background as a semi-fast from Exeter Central is due, and 34062 will follow in its wake with the stopper to Salisbury. BR Standard Class 4MT 75073 (82F) has the ECS for the 12 noon to Bath Green Park, alongside Fowler 4F 0-6-0 44102 (82G). *(Transport Treasury)*

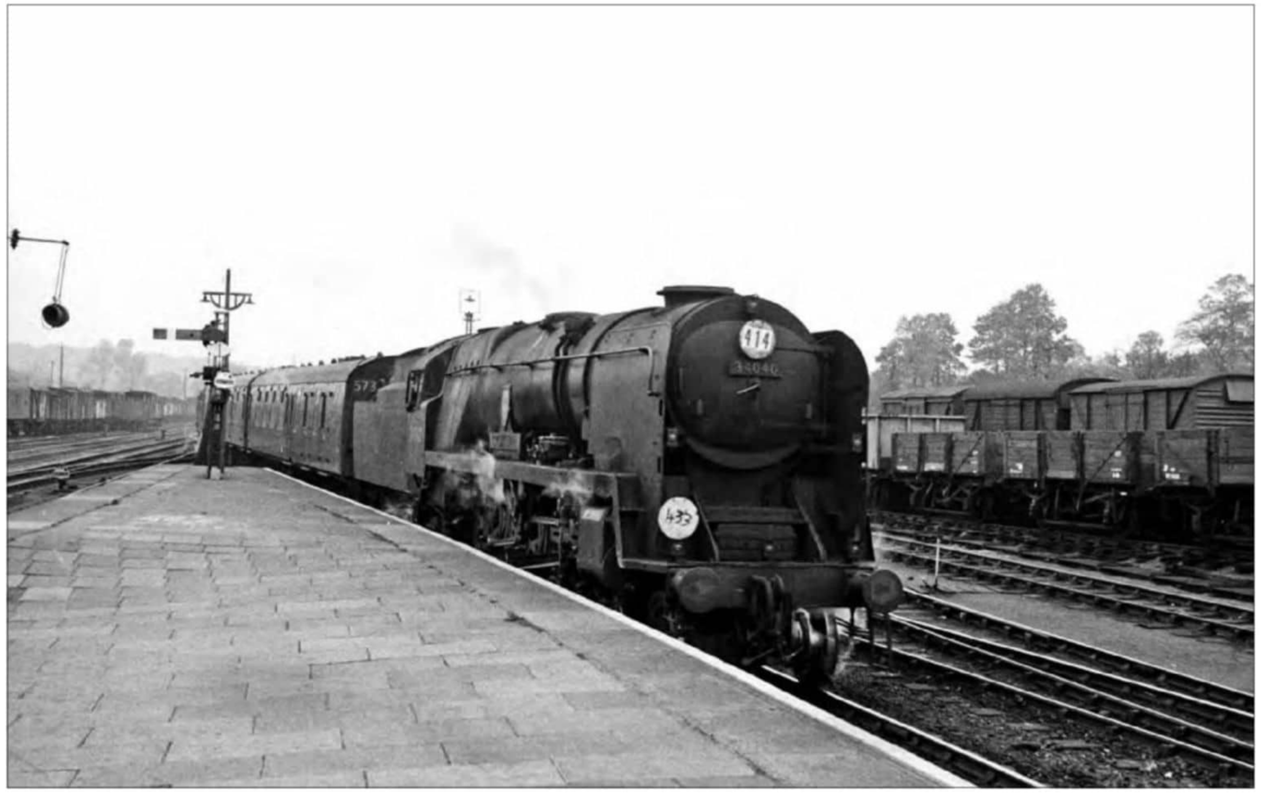
35018 *British India Line* (70A) crewed by Exmouth Junction men arrives at Templecombe with the 4.30pm semi-fast from Exeter Central to Waterloo. This locomotive had arrived at Exeter Central earlier in the day with the 9am from Waterloo on Nine Elms Duty No.4, which had been worked west of Salisbury by Exmouth Junction men. The 4.30pm comprised through coaches from Plymouth, North Devon, and North Cornwall, plus the dining cars added at Exeter Central. Maunsell S15 4-6-0 30841 (72A) on the left is standing alongside the goods shed between shunting duties in the Down yard. Speaking from experience I found that the S15s were more than capable of hauling heavy goods trains over the 'switchback' route between Salisbury and Exeter, and they could be quite nippy on stopping passenger services. Another S15 can be seen in the distance standing in the Upper yard on the right. *(Transport Treasury)*

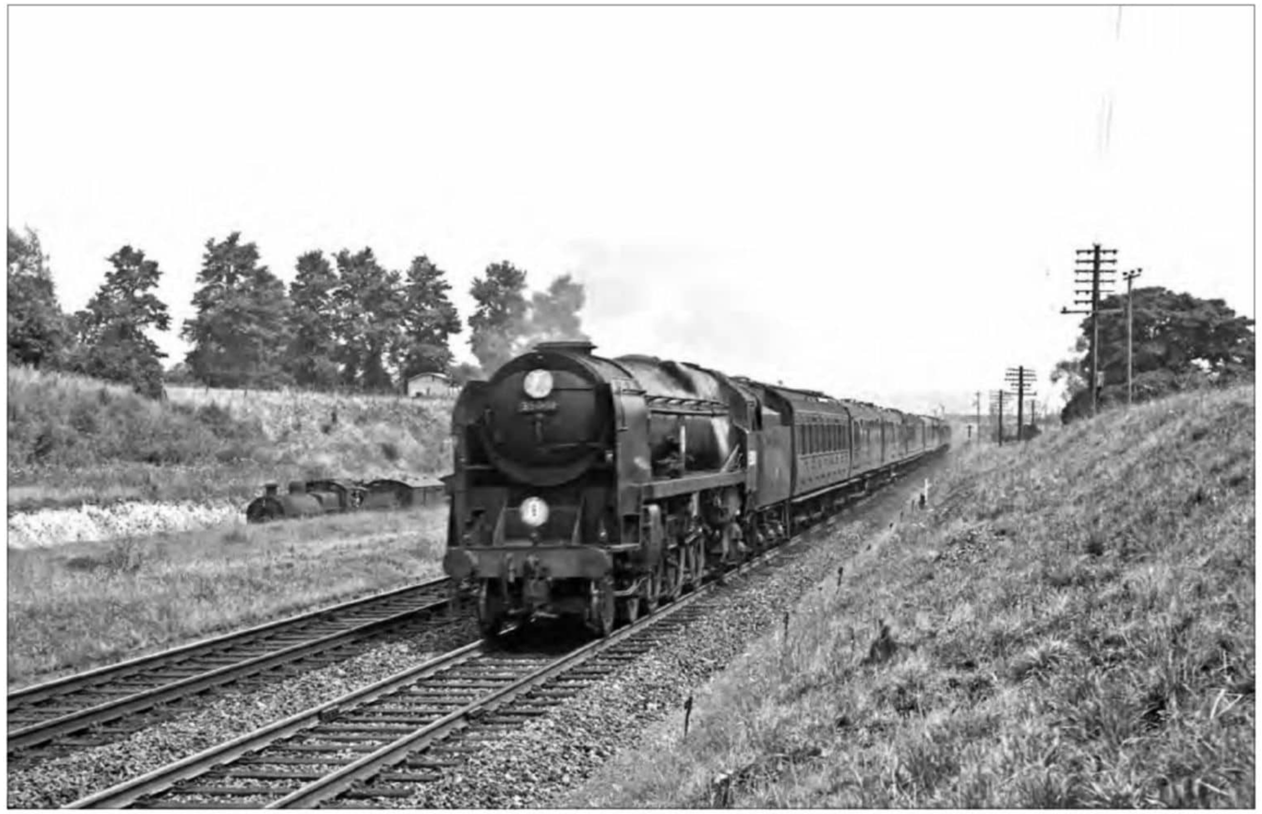
34051 *Winston Churchill* (72B) pulls away from Templecombe with the 8.35am Waterloo to Ilfracombe on 3rd September 1960, with steam sanding applied to gain adhesion, which was always needed at this spot for this class of locomotive working westbound trains, although as a fireman I had certain drivers who could pull away from here without a trace of a slip. The locomotive is attached to tender No.3316, which was modified during a general overhaul of 34051 at Eastleigh Works in January 1960. *(Transport Treasury)*



Templecombe on 3rd September 1960 with 35001 *Channel Packet (70A)* at the head of the 9am Waterloo to Sidmouth. Upon reaching Sidmouth Junction, 35001 will be detached to run light engine to Exmouth Junction MPD for servicing. The train then will be hauled by two tank engines along the branch line to Tipton St Johns where it will be divided, with two tank engines taking the seven Exmouth coaches forward, and another tank engine taking the remaining four coaches onwards to Sidmouth. On summer Saturdays there was a series of expresses to Exmouth and Sidmouth, departing from Waterloo at 8.5am, 9am, and 11.45am. I note that the fireman has failed to remove the tail lamp from the front bufferbeam when he coupled the locomotive to the train at Waterloo station after arriving light engine from Nine Elms MPD. *(Transport Treasury)*

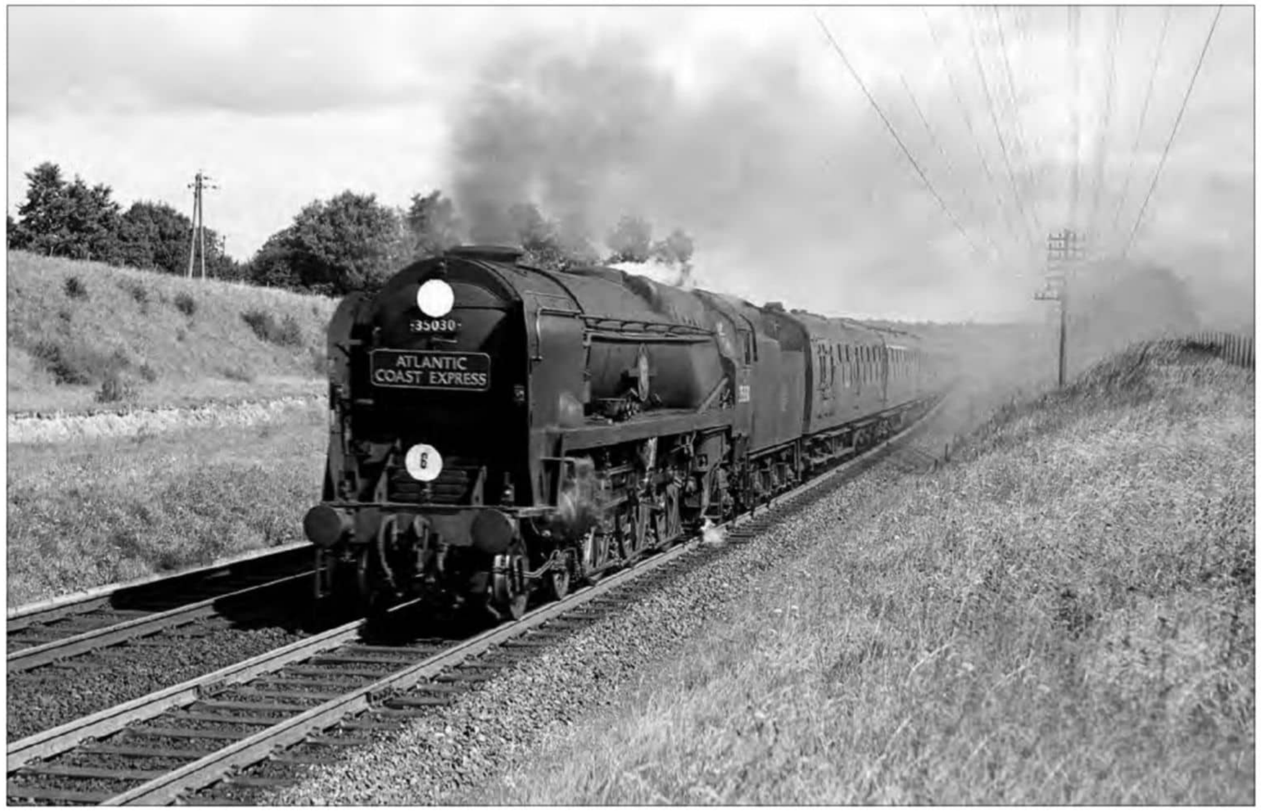
Allocated to Bournemouth MPD, 34040 *Crewkerne* arrives from its stabling point in the Upper yard at Templecombe on 4th November 1964, heading for platform 3 with empty carriage stock to form the 12pm to Bath Green Park. A small part of the once prolific freight traffic handled at Templecombe, can be seen in part of the Upper yard on the right, and the Down yard in the left distance. *(Transport Treasury)*





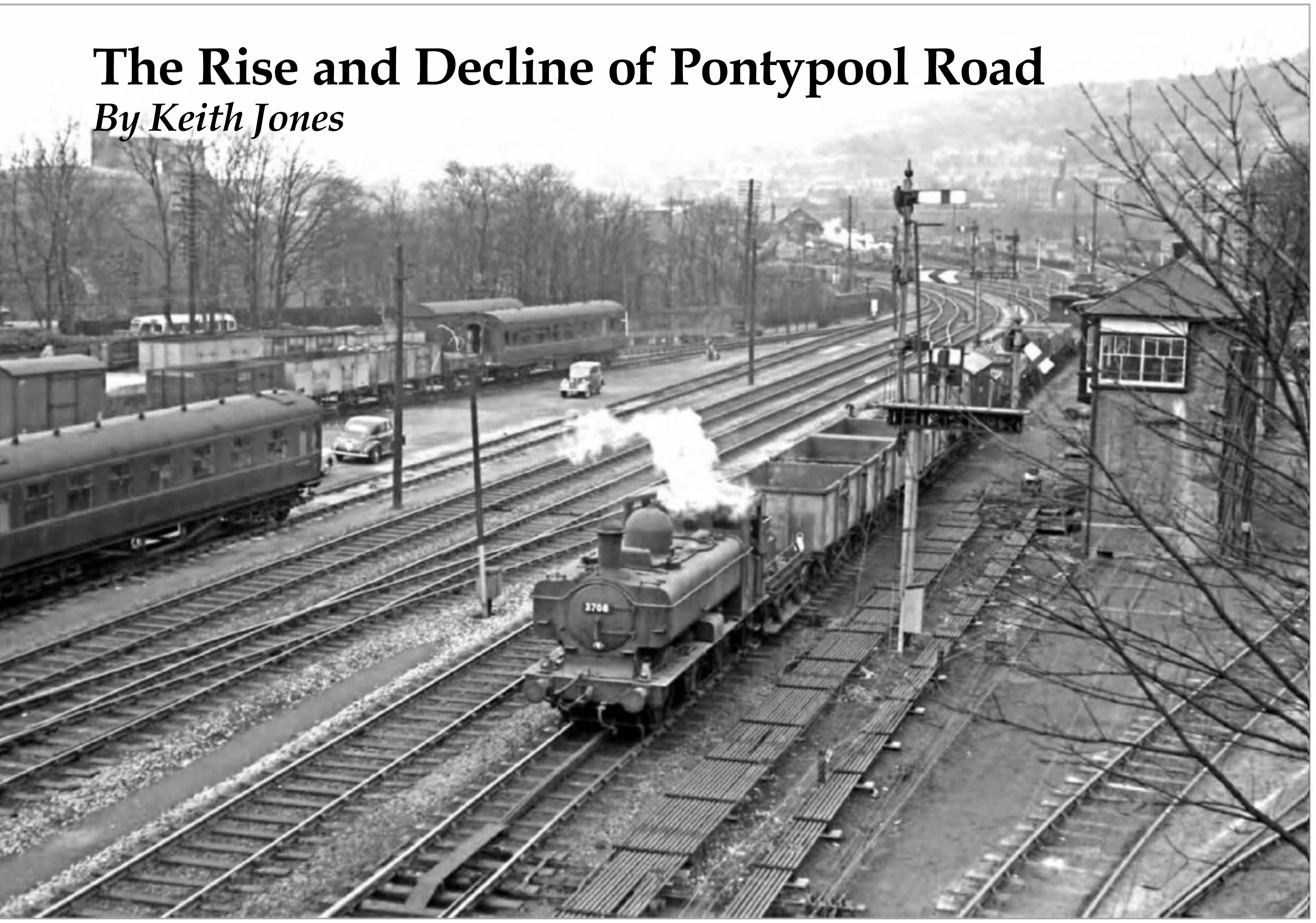
With the station glimpsed in the distance, the first member of the Merchant Navy class. 35001 *Channel Packet* (70A), heads up the incline from Templecombe with the westbound 'Atlantic Coast Express' on 20th July 1961. The severity of the climb westwards from Templecombe can be judged by the Fowler 3F 0-6-0 on the far left, standing on the shunting neck of the Upper yard. *(M.J. Fox/Rail Archive Stephenson/Rail-Online)*

Heading up the incline from Templecombe is the final member of the Merchant Navy class, 35030 *Elder-Dempster Lines* (70A), with the Down Atlantic Coast Express on 6th September 1963. 35030 entered traffic on 1st April 1949, and was named at Southampton Docks on 5th June 1960. Rebuilt in April 1958, it hauled the final passenger train during the Southern Region steam era – the 2.7pm Weymouth to Waterloo on 9th July 1967, and was withdrawn immediately afterwards.
(D.M.C. Hepburne-Scott/Rail Archive Stephenson/Rail-Online)



The Rise and Decline of Pontypool Road

By Keith Jones



On Thursday 26th March 1959 locally-based 0-6-0PT 3708 displays express headlamps as it works a transfer freight, passing the south box, from northern sidings to the Birkenhead sidings. In the left background the shed is just visible. The Vale of Neath line branched off just after the end of the signal box. ***(S.Rickard/D.K.Jones Collection)***

Pontypool is a town in Monmouthshire well known for iron and coal production. In May 1854 a station was opened by the Newport, Abergavenny and Hereford Railway and was called Newport Road. However, this station was closed when a new construction called Pontypool Road was opened on 1st March 1909 by the GWR, which could cater for the increased traffic. The platforms were almost a quarter of a mile long and had a bay at either end. As was generally the case with the GWR if the station name ended in 'road' it was quite a way from the town itself, although Pontypool did have three other smaller stations - Pontypool Blaendare Road, Pontypool Clarence Street and Pontypool Crane Street, which were nearer to the town centre.

From the mid-19th century, for almost 100 years, Pontypool Road was one of the most important junctions in Wales and possibly in Great Britain. During the First^{t} World Wa,r and to a lesser extent the Second, hundreds and thousands of tonnes of coal were marshalled in the 50-track yard there for transportation to Grangemouth Docks to provide fuel for the grand fleet, which was based at Scapa Flow. The first colliery I started work in, Albion Colliery, Cilfynydd, had a nickname during the first conflict as 'Admiralty Coal'.

In order to manage the traffic a large locomotive shed was constructed in 1865 by the GWR and throughout its life had an allocation of between 70 and 90 locomotives. The shed was active for almost 100 years, being closed in May 1965.

Not only was it a busy freight hub but also for passenger trains to the Midlands and to the North. Usually trains to and from the north would change locomotives at Pontypool Road where the GWR would change over to LMS locos and vice versa. However, by the 1960s former LMS locos were working through from Manchester and Crewe to Cardiff General and former GWR locos would occasionally work to Crewe and back.

By the mid-1950s and the early 1960s the area was badly hit by withdrawal of passenger services. In 1955 the service to Usk and Monmouth was withdrawn with further closures to Blaenavon in 1962 and to Neath, via the Vale of Neath line in June 1964. Less than a year later the loco shed was closed and the large marshalling yard was becoming redundant.

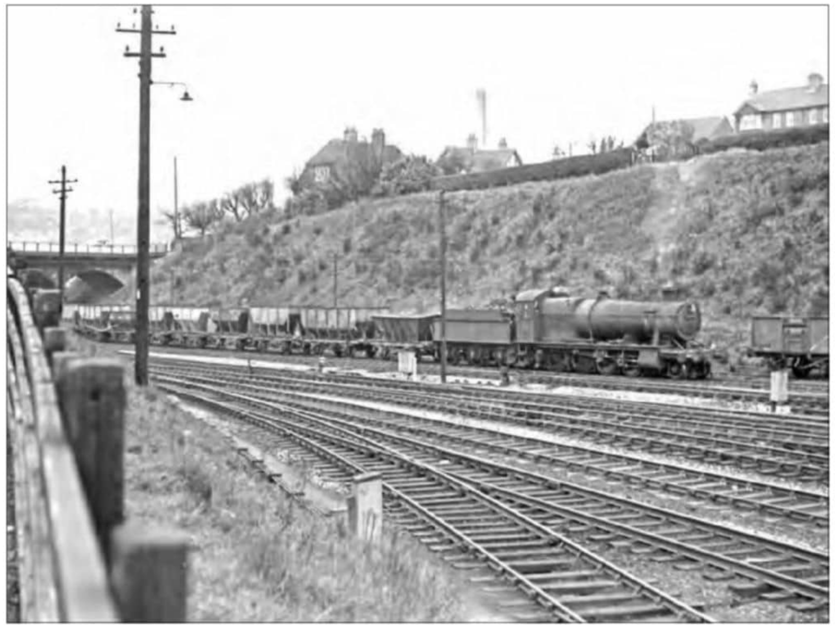
In 1972 the station was renamed Pontypool and relegated to virtually a halt. The buildings were demolished and the platforms substantially reduced in length eliminating the Monmouth bay to the north and the Vale of Neath bay to the South.

In 1994 the station was renamed again, this time to Pontypool and New Inn and is currently being refurbished. Unfortunately it will never be as it was in its heyday, the only passenger activity through now being Cardiff to Manchester and Cardiff to Holyhead trains.

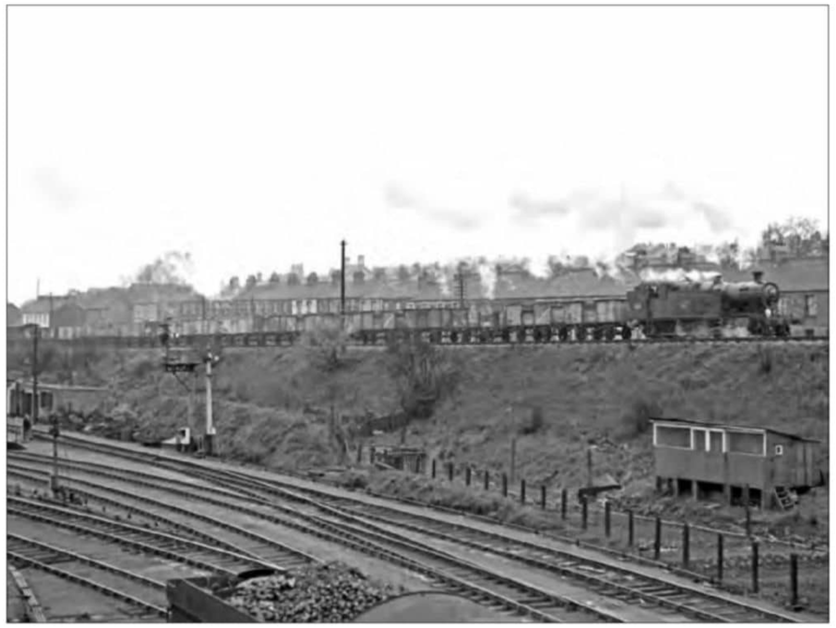
References:-

What happened to Steam by Peter Hands

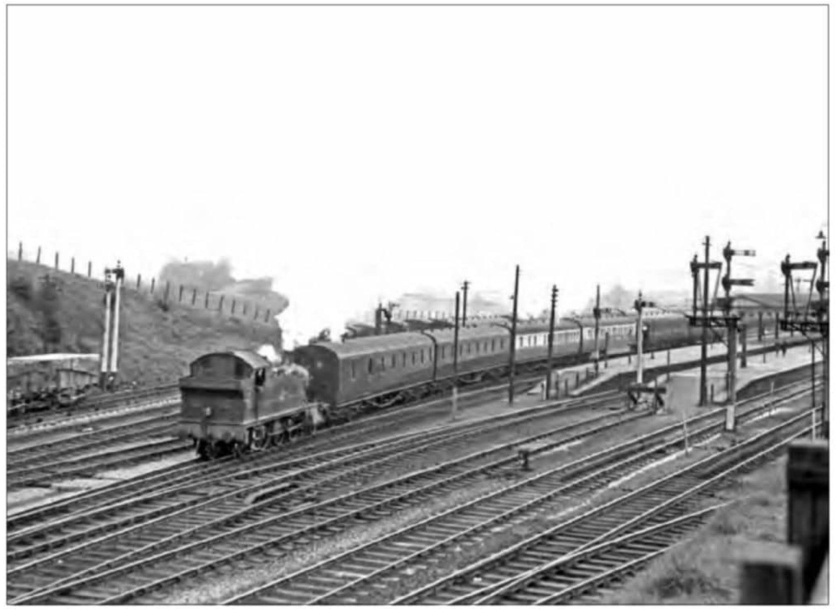
The Vale of Neath by John Hodge



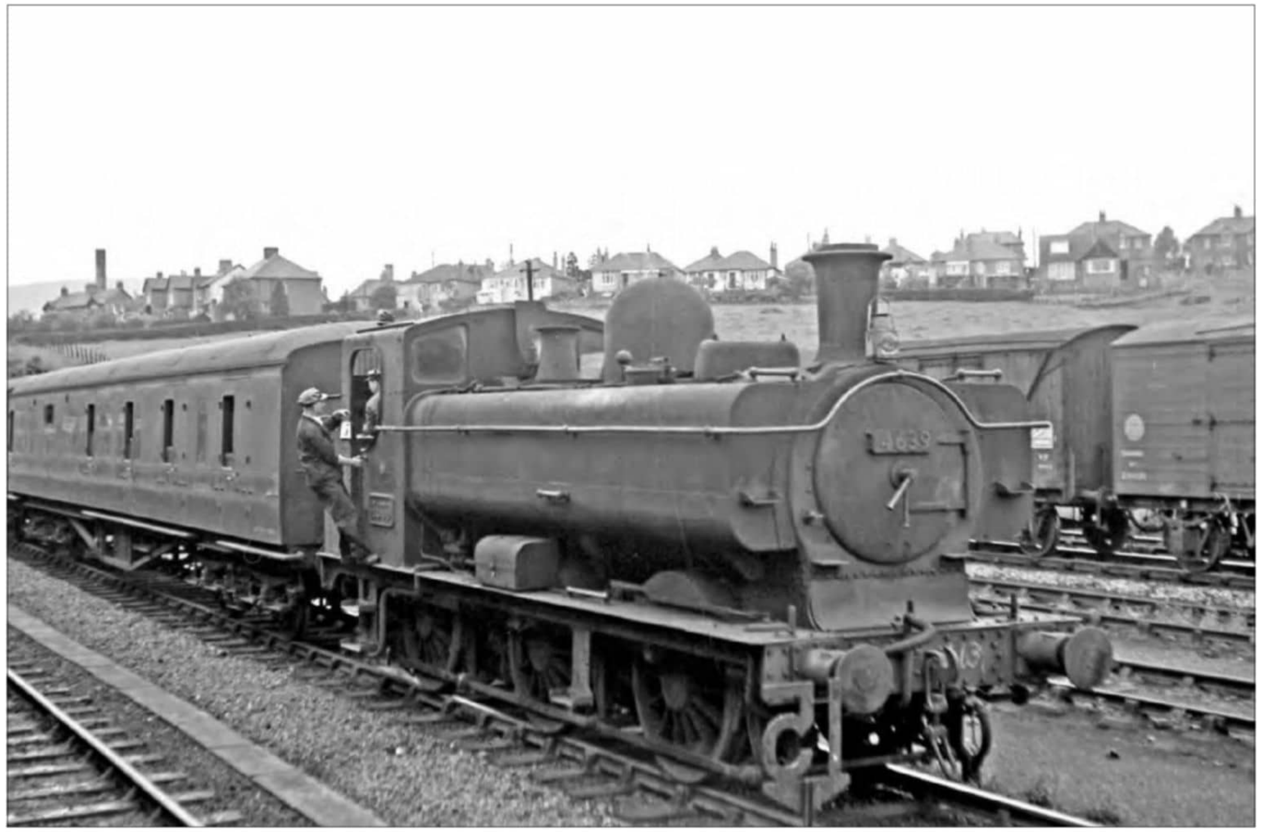
Top. **2-8-0 loco 3856 from Banbury (84C) drags its class F train of empty iron ore tippers into Pontypool Road on Tuesday 26th June 1959. With a long trip ahead, it would probably take water at the north end of the station. 3856 remained at 84C until December 1959 when it returned to South Wales on a permanent basis at Severn Tunnel Junction (86E) where it worked for almost 5 years before its call to the scrapman in October 1965.** ***(S.Rickard/D.K.Jones Collection)***



Middle. **The climb from Pontypool South Junction to Panteg and Griffithstown can be seen as Newport Pill (86B) loco 4276 works its way up with a class K freight on Thursday 26th March 1959. To the left of the scene is 0-6-0PT 5750 on shunting duties. The loco was withdrawn from 86B on 13th November 1962 after 701,117 miles of heavy freight working.** ***(S.Rickard/D.K.Jones Collection)***

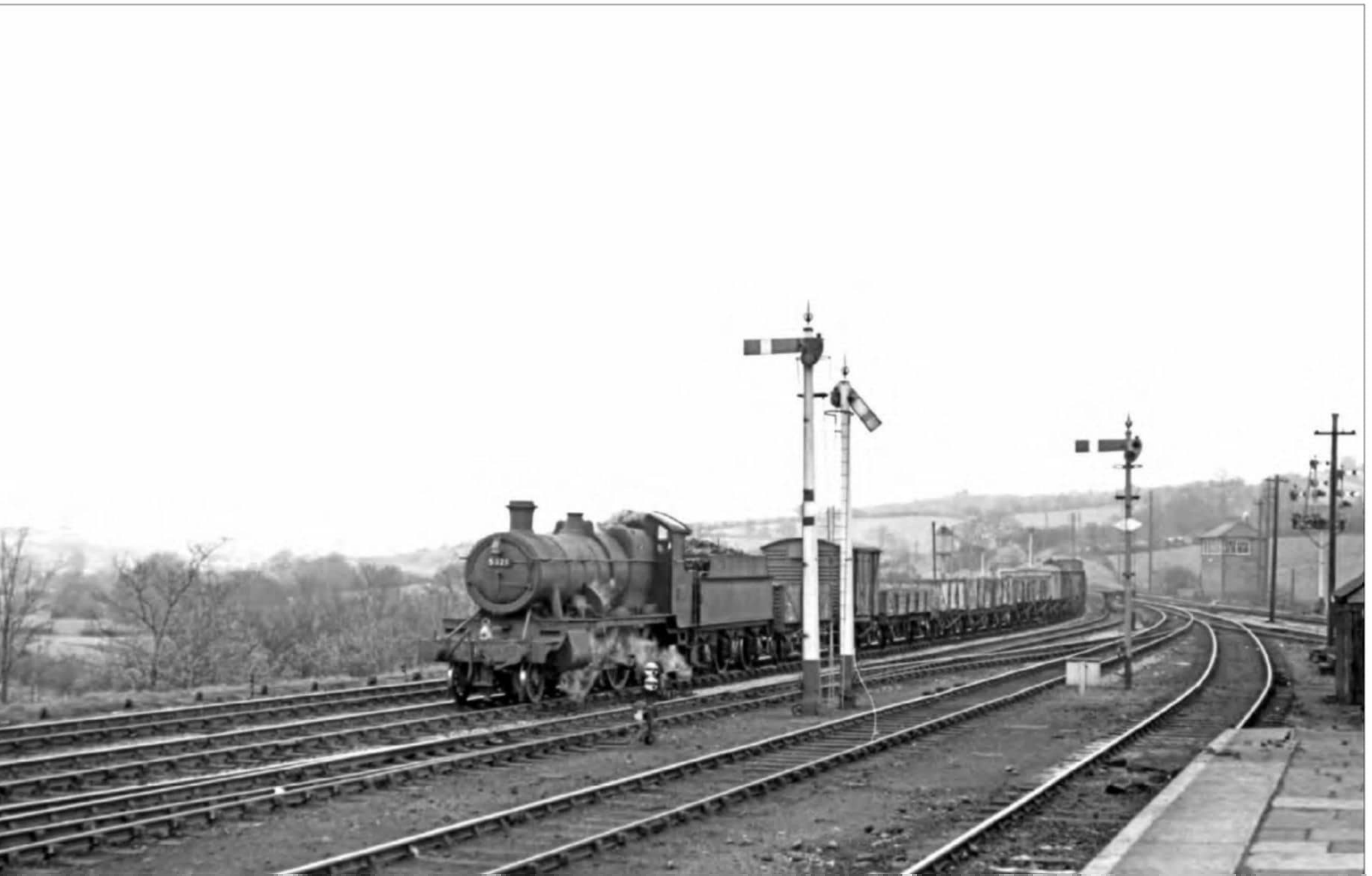


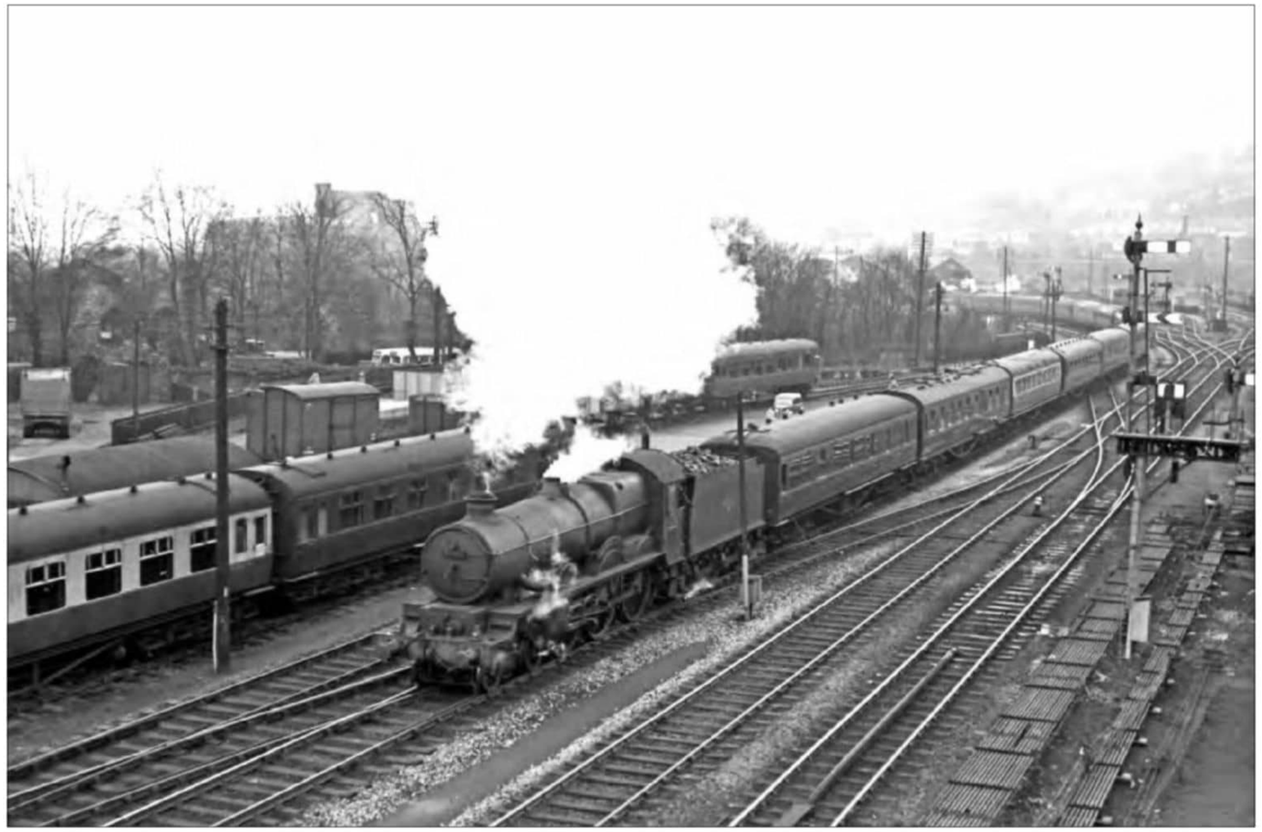
Bottom. **Station pilot duties were in the hands of small prairie 4593 on Thursday 26th March 1959. It is seen here shunting empty coaching stock out of the sidings adjacent to the station. The loco was no stranger to Pontypool Road as it had been allocated there in 1931 for almost 2 years then again in 1948 for just over 3 years. For the third and final time it arrived in November 1956 where it remained until 13th June 1959 before numerous moves to Tondu (88F), Bristol Bath Road (82A), Truro (83F), Taunton (83B), and Yeovil Town (72C/83E). It was withdrawn from there in September 1964 after 804,615 miles of travel, although quite a number of these miles appears to be done during reallocations!** ***(S.Rickard/D.K.Jones Collection)***



13th June 1964 saw the last passenger working between Pontypool Road and Neath. 4639 had the distinction of working the last passenger train from Neath to Pontypool Road and is seen earlier on in the day marshalling the stock for the last journey. *(D.K.Jones Collection)*

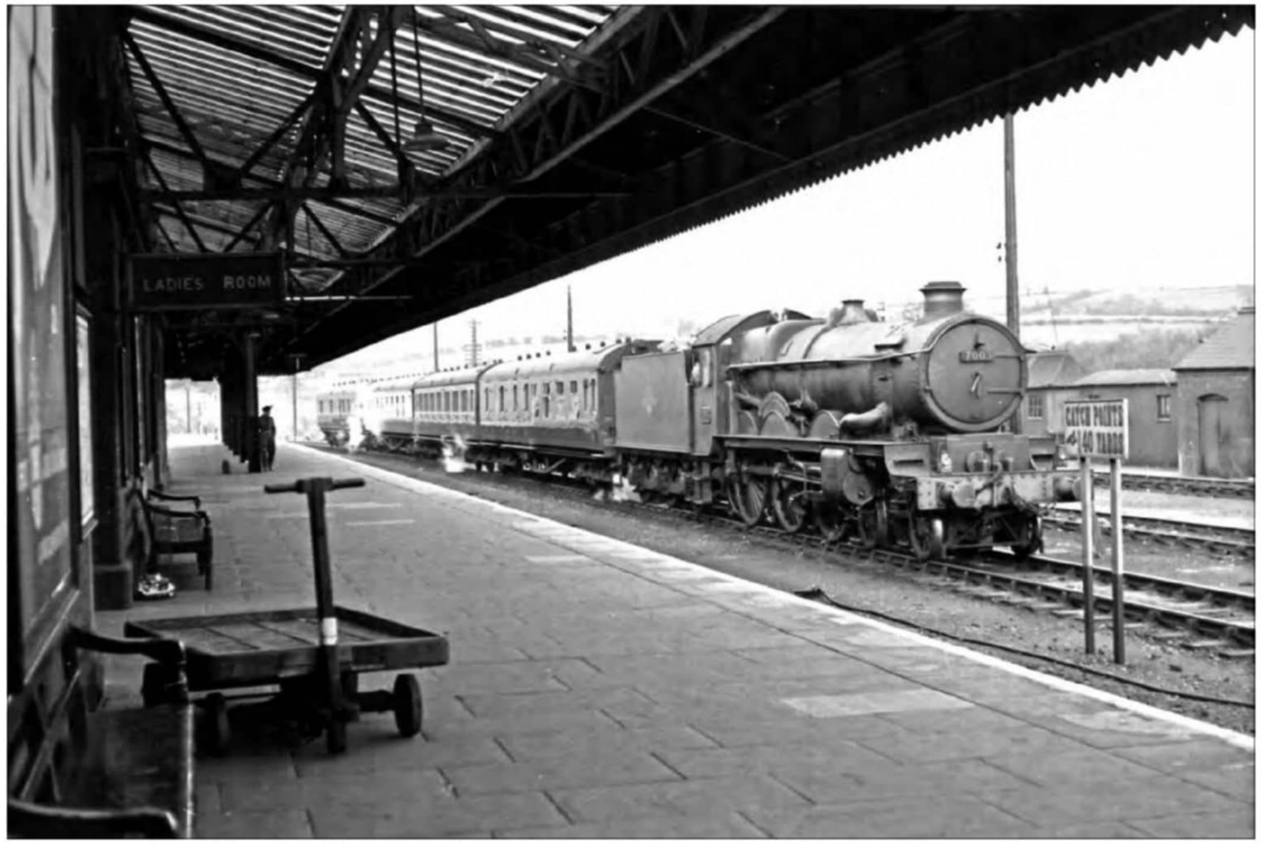
Transferred from Llanelly (87F) to Pontypool Road (86G) earlier in the month, mogul 5321 is about to pass the station on the Down relief with a southbound class H freight on Thursday 26th March 1959. The loco had the distinction of working in France during the First World War when 11 of the 1917 builds went there, including 5322, which is now preserved at Didcot. By September of 1959 the loco had been withdrawn and went to the breakers yard at Swindon. *(S.Rickard/D.K.Jones Collection)*

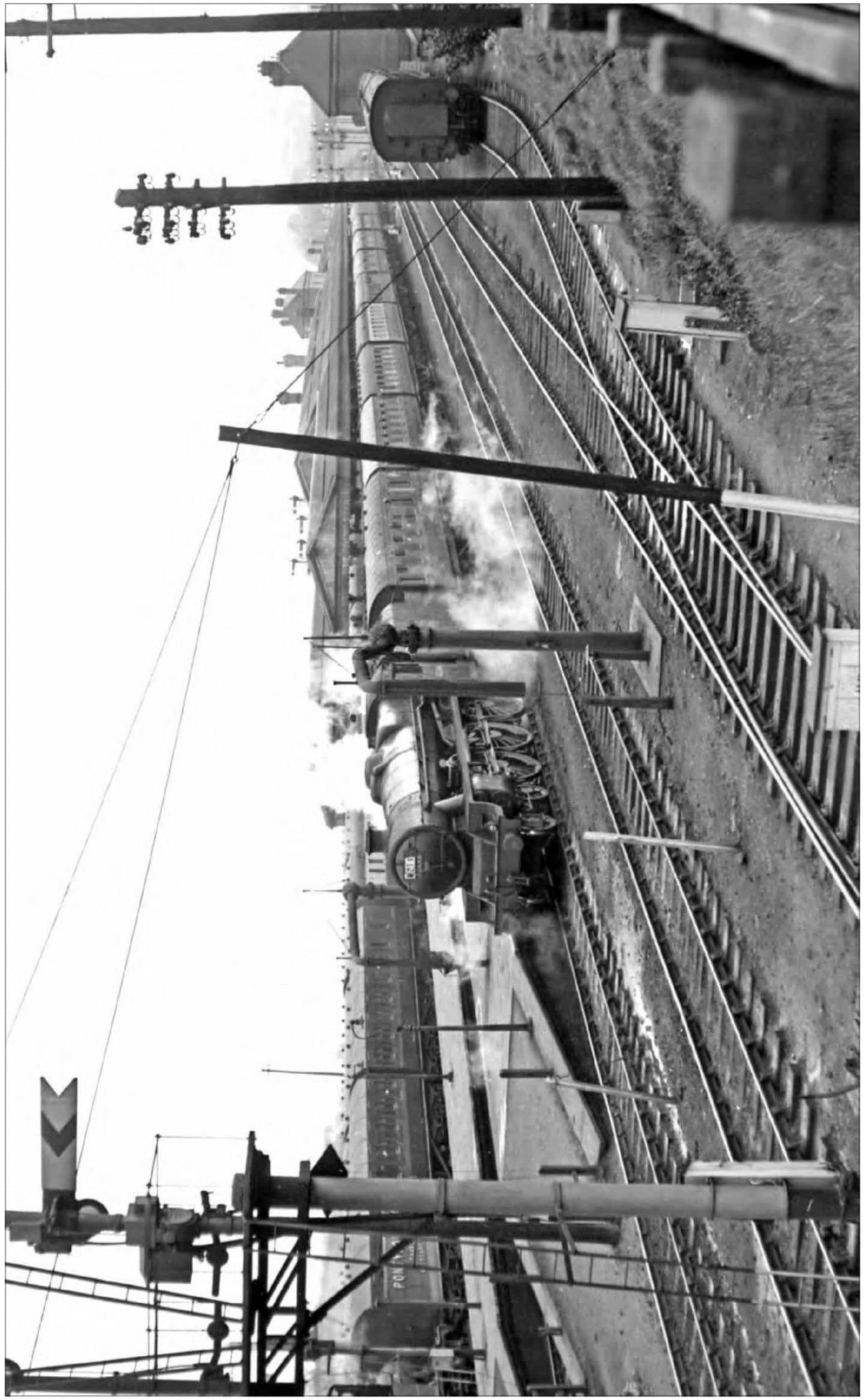




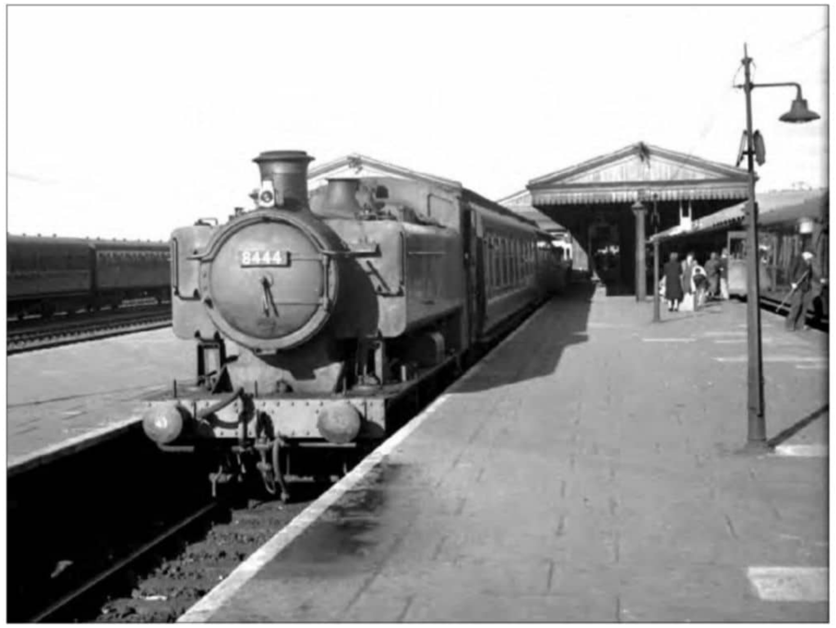
7003 *Elmley Castle* from Bath Road (82A) arriving at Pontypool with the 13-coach Plymouth to Manchester on 26th March 1959. *(S.Rickard/D.K.Jones Collection)*

Thursday 26th March 1959 again and 7003 had worked in to Pontypool Road with a Plymouth to Manchester express, probably the 8.00am ex-Plymouth. After a locomotive change it was turned at the shed and stands adjacent to platform 1 steam heating carriages, which would form the 4.45pm Pontypool Road to Cardiff General express. The timing of this train allowed for a connection with the Liverpool (Lime Street) to Plymouth express due at 4.30pm, which would avoid Newport and Cardiff. *(S.Rickard/D.K.Jones Collection)*

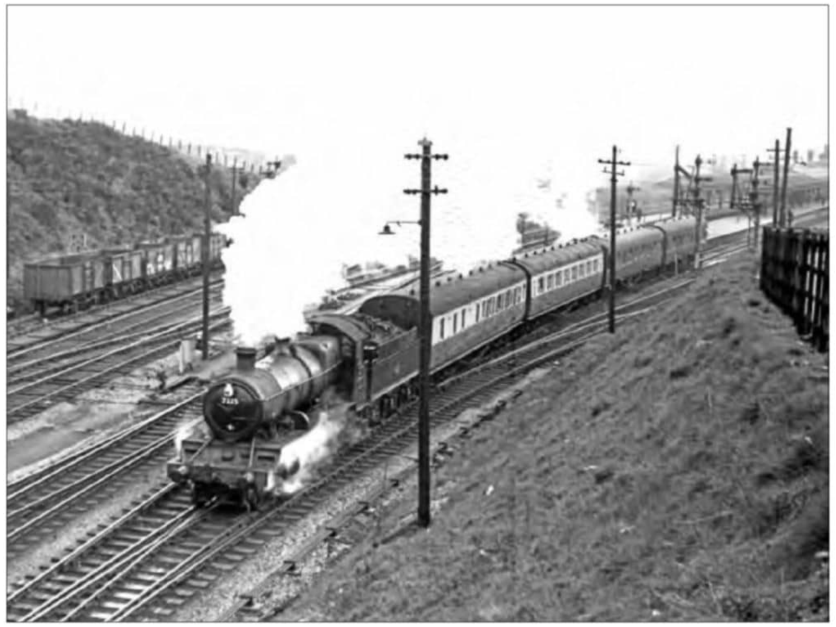




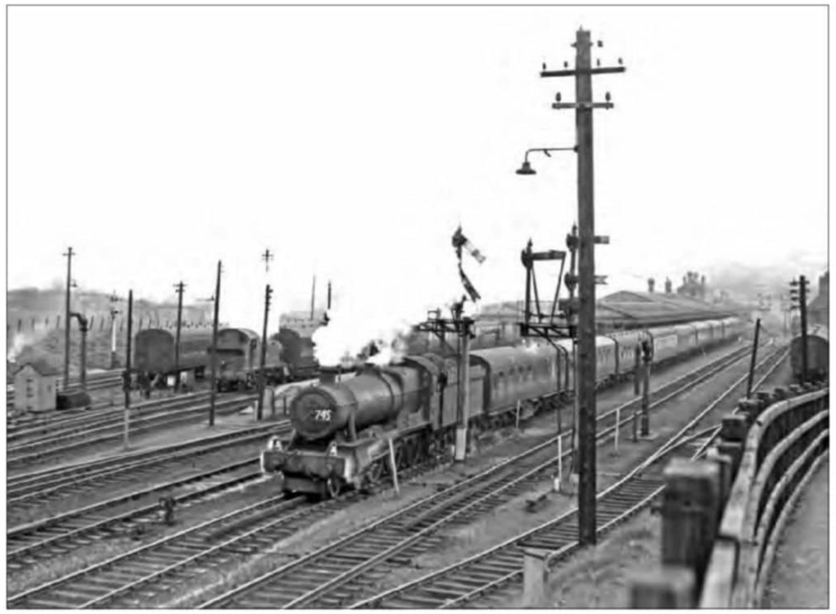
A visitor from Manchester Longsight (9A) has arrived with the 9.10am Manchester (London Road) to Swansea (High Street), reporting No.M210, on Thursday 26th March 1959. 45644 *Howe* was one of many Jubilees that worked in on these trains, on many occasions the locomotive working through to Cardiff. After a transfer from Scotland 45644 arrived at Longsight in August 1952 and remained there until December 1960 when it moved to Crewe South (5B), which was its last home before being withdrawn in October 1963. *(S.Rickard/D.K.Jones Collection)*



Top. The south bay at Pontypool Road was usually used for the Vale of Neath passenger trains. On 18th April 1958 8444 from Aberdare (86J) awaits departure with an Aberdare-bound train. One of Hawsworth's designs, the loco was introduced into service as new to 86J where it remained until December 1959 when Aberbeeg (86H) was the receiving shed. It stayed at 86H until January 1963 when after only 9 years service it was withdrawn for disposal. *(D.K.Jones Collection)*



Middle. On Thursday 26th March 1959 mogul 7325 from Pontypool Road unusually leaves from platform 1 with the 2.25pm 4-coach stopper to Neath via the Vale of Neath line as the south and north bays were beginning to be used for parcels vehicles. These workings were quite interesting due to their variety of motive power - on any one day you could see a 0-6-0PT, 0-6-2T, prairie, mogul or a Grange 4-6-0. *(S.Rickard/D.K.Jones Collection)*

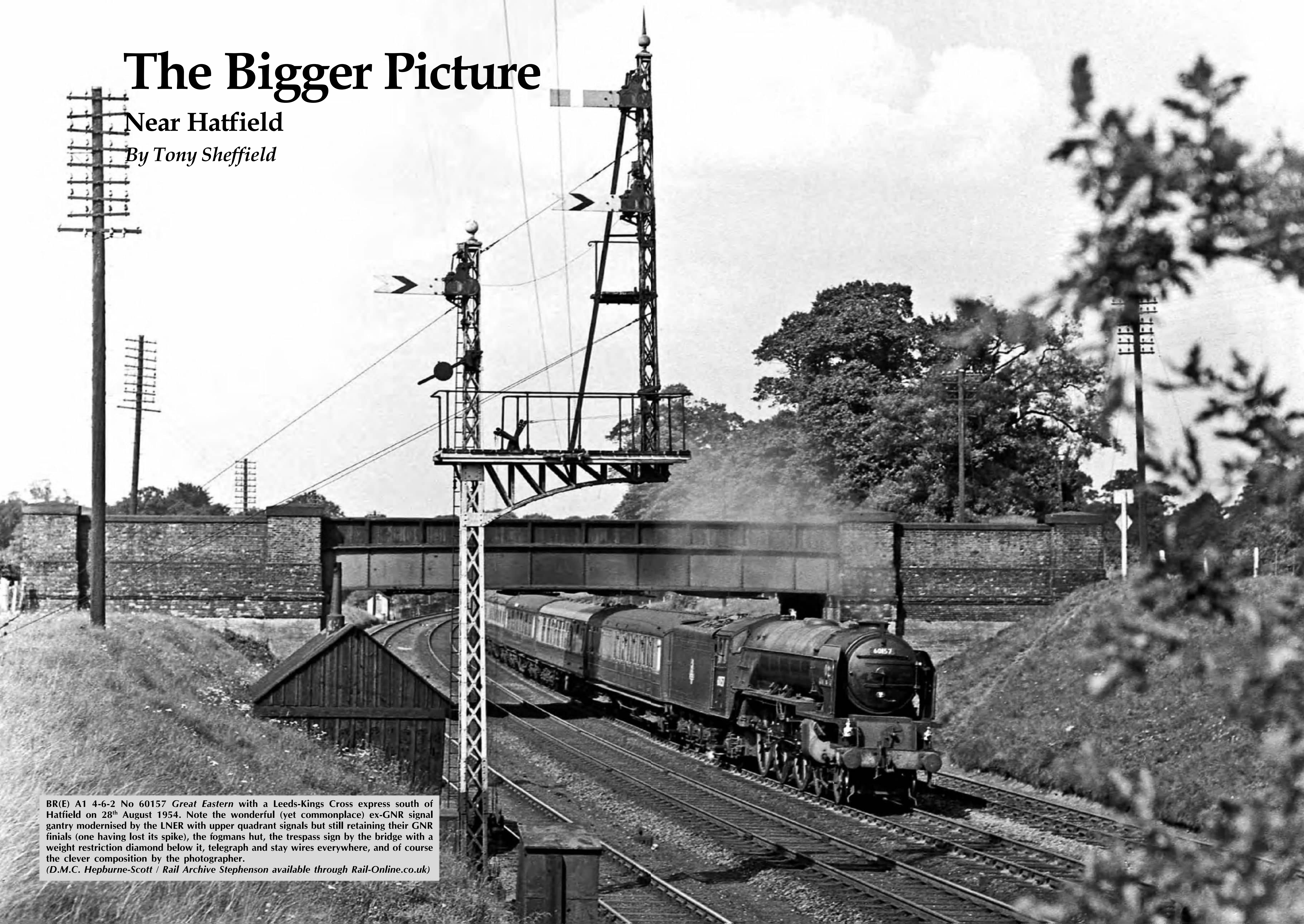


Bottom. 7901 *Dodington Hall* from Bath Road (82A) has just taken over 9.10am Manchester (London Road) to Swansea (High Street) on Thursday 26th March 1959. Chalked on the smokebox was reporting No.745 indicating that it had recently worked the 2.05pm Milford Haven to Paddington express. On the relief road adjacent to the station 4593 is shunting empty coaching stock. 7901 remained in the Bristol area, alternating between Bath Road and St.Philips Marsh until withdrawal from the latter in February 1964. *(S.Rickard/D.K.Jones Collection)*

The Bigger Picture

Near Hatfield

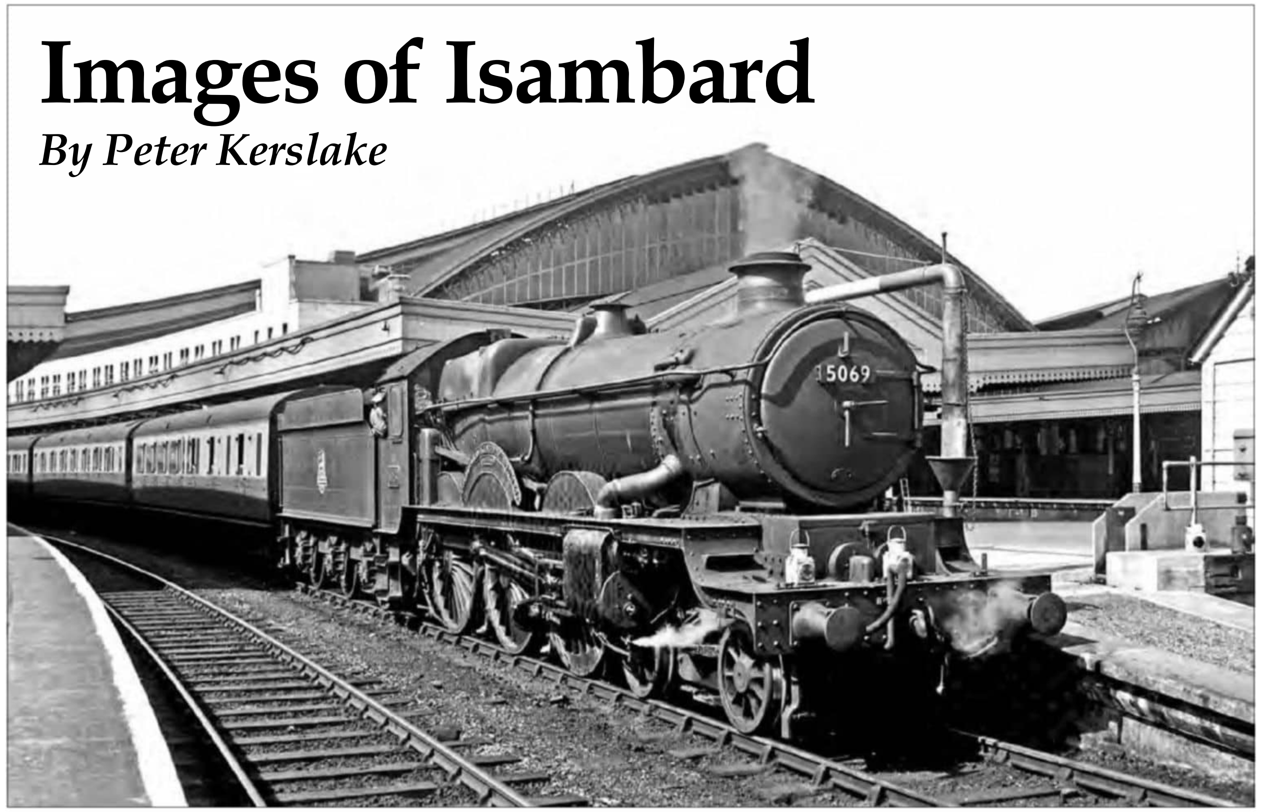
By Tony Sheffield



BR(E) A1 4-6-2 No 60157 *Great Eastern* with a Leeds-Kings Cross express south of Hatfield on 28th August 1954. Note the wonderful (yet commonplace) ex-GNR signal gantry modernised by the LNER with upper quadrant signals but still retaining their GNR finials (one having lost its spike), the fogmans hut, the trespass sign by the bridge with a weight restriction diamond below it, telegraph and stay wires everywhere, and of course the clever composition by the photographer.
(D.M.C. Hepburne-Scott / Rail Archive Stephenson available through Rail-Online.co.uk)

Images of Isambard

By Peter Kerslake



Whether or not 5069 *Isambard Kingdom Brunel* was well regarded by the footplate men at its home depot at Plymouth Laira is uncertain, but I have read that it was not known to be particularly good at producing steam. Regardless of this it was regularly rostered to express passenger duties to Paddington and Bristol as well as being a favourite for the afternoon Cornish Riviera daily working down from Plymouth to Penzance and returning home the following day.

Emerging from Swindon Works in June 1938 the engine's original nameplates had been cast to a larger radius than the customary design in order to accommodate Mr. Brunel's full name but their appearance was not in keeping with the standard design and so the original plates were carried for just a month before a new pair were commissioned in July 1938, with their design following the radius of the splashers bearing them in true Great Western fashion.

Allocated from new to London's Old Oak Common Motive Power Depot 5069 spent some years as a London engine before transfer down to Laira, which in the mid 'fifties was home to nine Castles. With 1959 being the Centenary year of Brunel's Royal Albert bridge spanning the Tamar *Isambard Kingdome Brunel* was the obvious choice for a number of special workings across the bridge into Cornwall, the engine also heading the Brunel Centenary special express from Paddington on the 15th September 1959. This conveyed a number of invited guests to Bristol Temple Meads for a celebration marking the event.

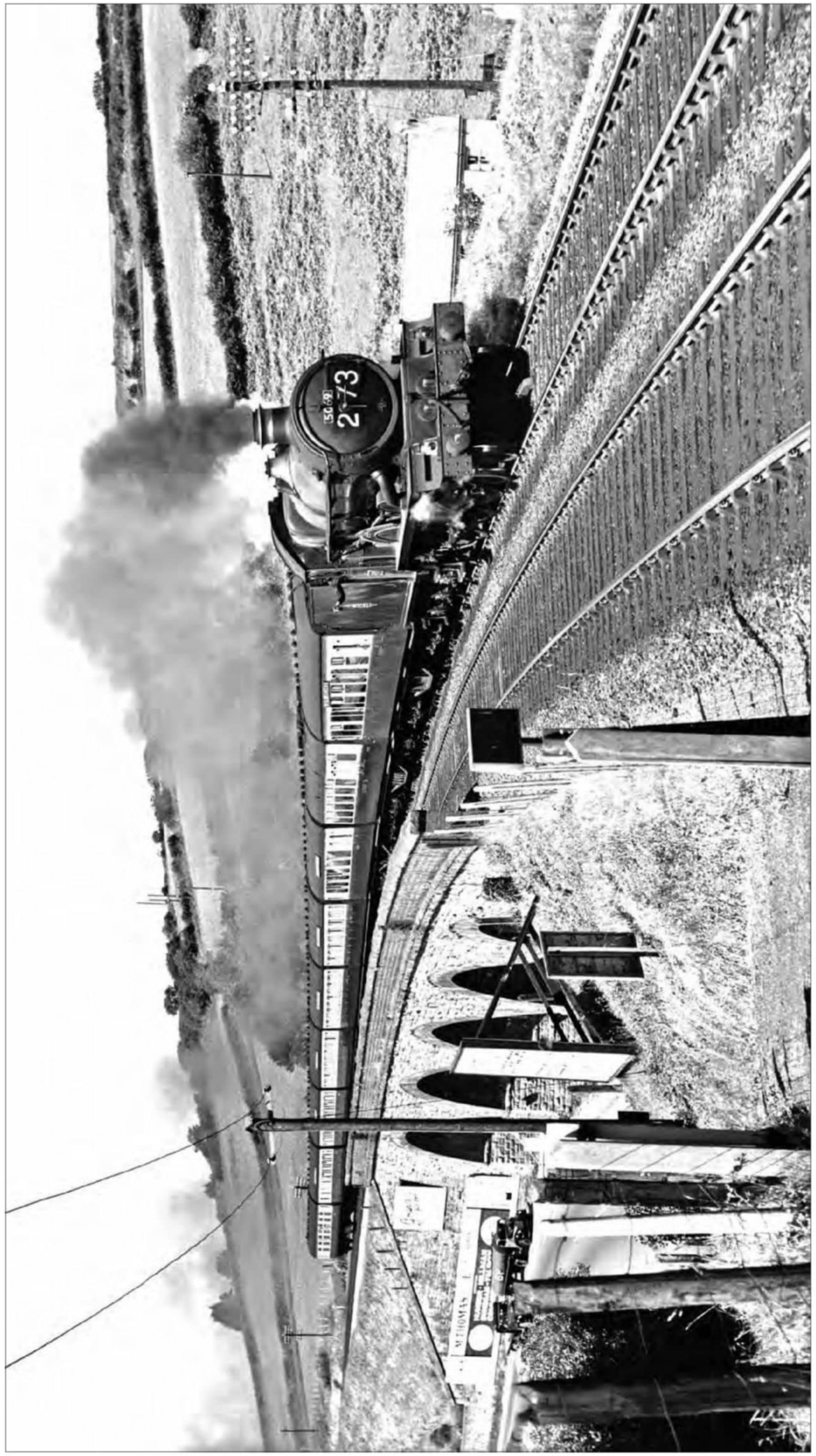
Following extensive modifications carried out by Swindon Works on the Kings from September 1955 the programme was extended to include a number of Castles, an example being *7018 Drysllwyn Castle*, which was immediately transformed from being an indifferent performer with a poor reputation to a vastly improved engine with its new double chimney and blast pipe, mechanical lubricators, four row superheater and other refinements. *Isambard Kingdom Brunel* joined the sixty-four other Castles included in the extensive programme following its visit to Swindon in November 1958.

The intention of the overhaul programme, which extended from late 1957 to the end of 1961, and which had begun with 4090 *Dorchester Castle*, had been to prolong the working lives of the Castles so treated to permit their continued use on main line express passenger duties. Sadly, however, many did not survive long enough to achieve their full potential as no less than fifty-five Castles were condemned in 1962, just a year following the termination of the rebuilding programme, a bad year for the class.

As for 5069 I am told by former Reading engineman Richard Smith that he recalls seeing *Isambard Kingdom Brunel* standing forlornly on Reading Depot's number three road in or about 1962 when it had apparently failed whilst working an express in or around the Reading area, having suffered a cracked cylinder which would have certainly heralded the end of its working life. Records indicate that the engine was indeed withdrawn in February 1962, and despatch directly to Swindon would have followed its enforced period spent at Reading. 5069 subsequently met its fate in Swindon's dreaded C Shop where many larger locomotives were disposed of.

An element of mystery now surrounds 5069 as an undated photograph by M.Peart reproduced in Laurence Water's fine book on the Castles and reproduced courtesy of the Great Western Trust, shows 5069 at Swindon following withdrawal with its name and number plates, roof and steam pipes all removed but bearing a chalked inscription on its cab side, most of which has been crossed through but still showing 'Engine not for scrap' intact and clearly visible. Perhaps, therefore, it had been intended to preserve 5069, but sadly that was not to be and our Castle met its end at Swindon during the week of 9th May 1962, a sad end for such a splendid member of its class.

The impressive nameplate of *Isambard Kingdom Brunel* is clear to see in this fine photograph dated 18th July 1953 as 5069 stands at Bristol Temple Meads at the head of a rake of empty stock, which I assume has come up from the engine's home at Plymouth. Destination unrecorded but possibly Swindon Works? *(C.R.L.Coles/Rail Archive Stephenson / Rail-OnLine)*

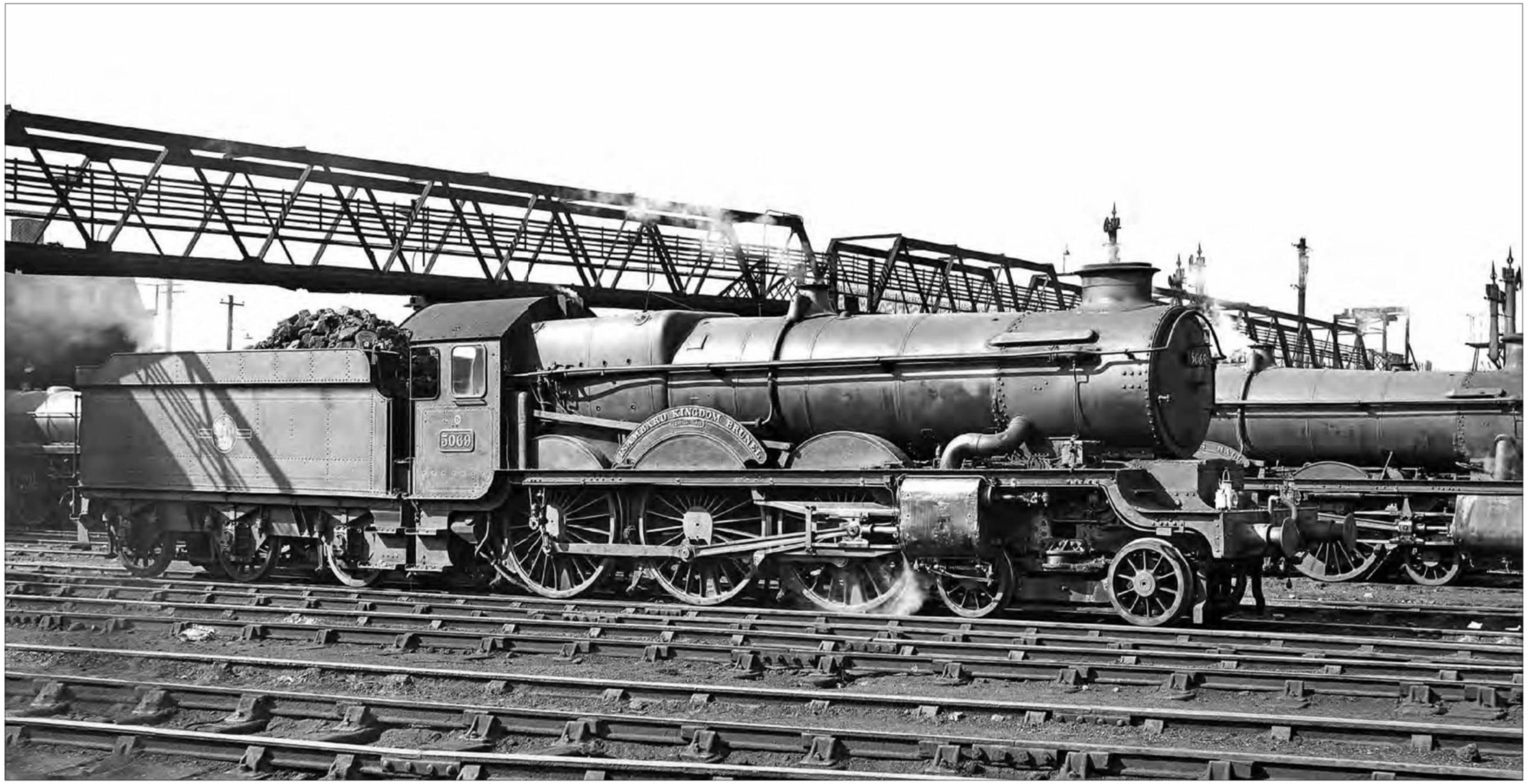


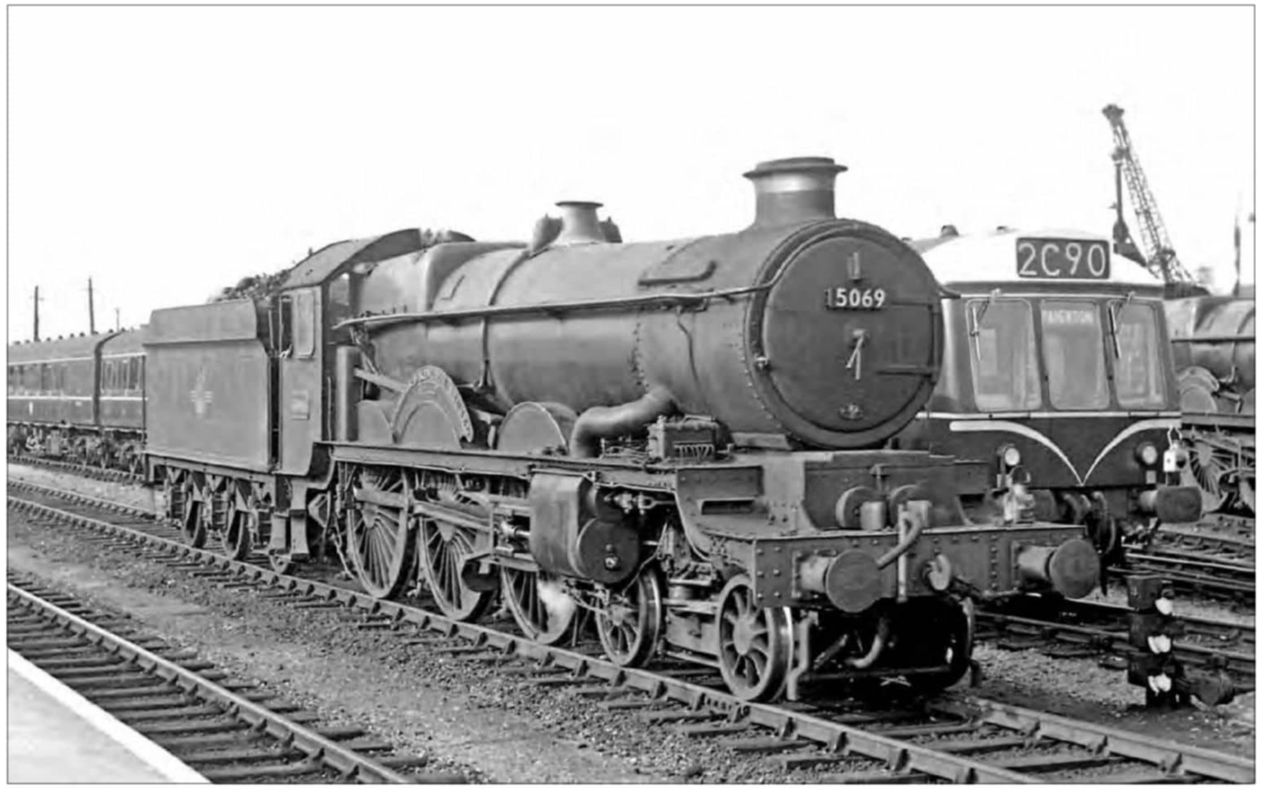
This relatively early image shows 5069 to have the original style of outside steam pipes and single chimney that were later replaced. A truly delightful shot of 5069 dated 6th July 1955 as it crosses the main A38 road between Plymouth and Exeter here at Bittaford viaduct, some ten miles out of Plymouth, its driver acknowledging the cameraman's presence with a wave form his cabside window. Nine coaches is one more than the usual unassisted Castle maximum over the banks to Newton Abbot. The working is the 7.30am from Penzance to Manchester, which 5069 will have taken over from the engine from Penzance upon its arrival at Plymouth North Road. 5069 will probably head this duty as far as Bristol Temple Meads from where a fresh engine will work it through to Shrewsbury. Of interest is the neatly chalked reporting number, applied before 5069 came off its Laira shed by means of a stencil kept there for this purpose. The fireman is doing his best to lay an impressive smoke screen over the Devon countryside but 5069 was apparently not the best of Laira's Castles and he could be having a problem in keeping a sufficient head of steam, who knows? *(John Head/Rail Archive Stephenson/Rail-OnLine)*

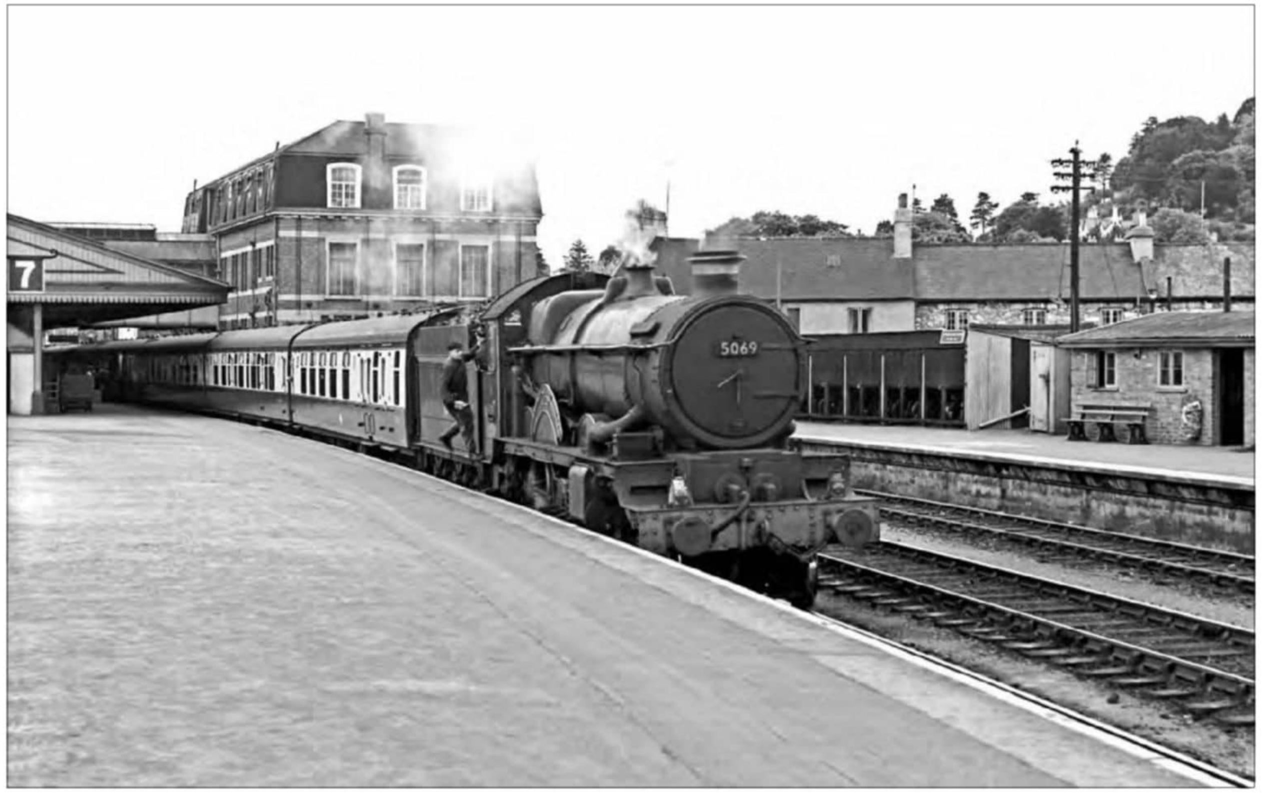
Top right. Far from its usual hunting grounds ***Isambard Kingdom Brunel*** is recorded by local cameraman Bob Tuck at Cardiff Canton Motive Power Depot on 17th April 1960 having worked an excursion from Saitash and Plymouth, destined for Barry Island and returning home that same day. Waiting for its scheduled time to come off shed and pick up its stock ready for the return run 5069 has been given a well filled and fresh tender of coal here at Canton. This this view shows the later style of outside steam pipes fitted at Swindon in November 1958 together with the mechanical lubricator, double chimney and modified inside cylinder block all dating from that same visit. What merits special mention is that magnificent nameplate, well cleaned earlier at Laira and looking its best in this portrait. ***(R.O.Tuck/Rail Archive Stephenson/Rail-OnLine)***

Below. Recorded on the sidings adjacent to Newton Abbot Motive Power Depot alongside the station platform 5069 ***Isambard Kingdome Brunel*** looks to have been given a fresh tender of coal and appears to be waiting to head back to its home at Laira depot, possibly waiting for the arrival of a working from afar, which it may well be due to assist as a pilot engine over the banks to Plymouth following an unbalanced working. The date is recorded as being 20th July 1961, just seven months before 5069 was withdrawn following a failure in the Reading area. ***(David Williams / Rail-OnLine)***

Bottom right. A 1950S record of ***Isambard Kingdom Brunel*** at Newton Abbot after arrival from its home at Plymouth, the engine looking less than well turned out and in need of an oily cloth. 5069 had been piloted over the South Devon banks from Plymouth by Taunton's 4985 ***Allesley Hall,*** which has already uncoupled and moved off out of view. This working is not recorded but could possibly be destined for Paddington. 5069's fireman has an oil can in his hand so may well have been entrusted by his driver to do a quick check on moving parts before they head away eastwards. ***(Rail-OnLine)***

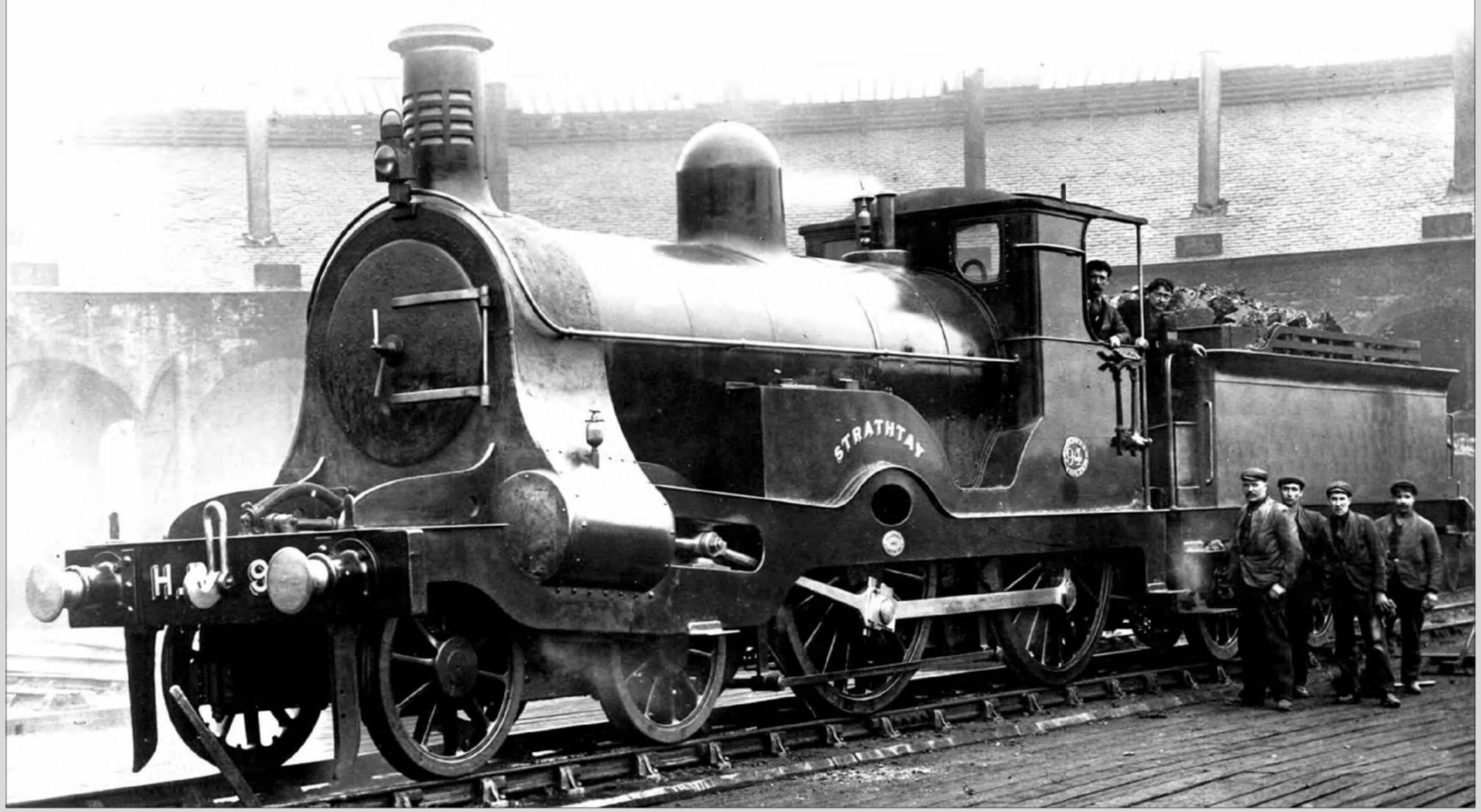




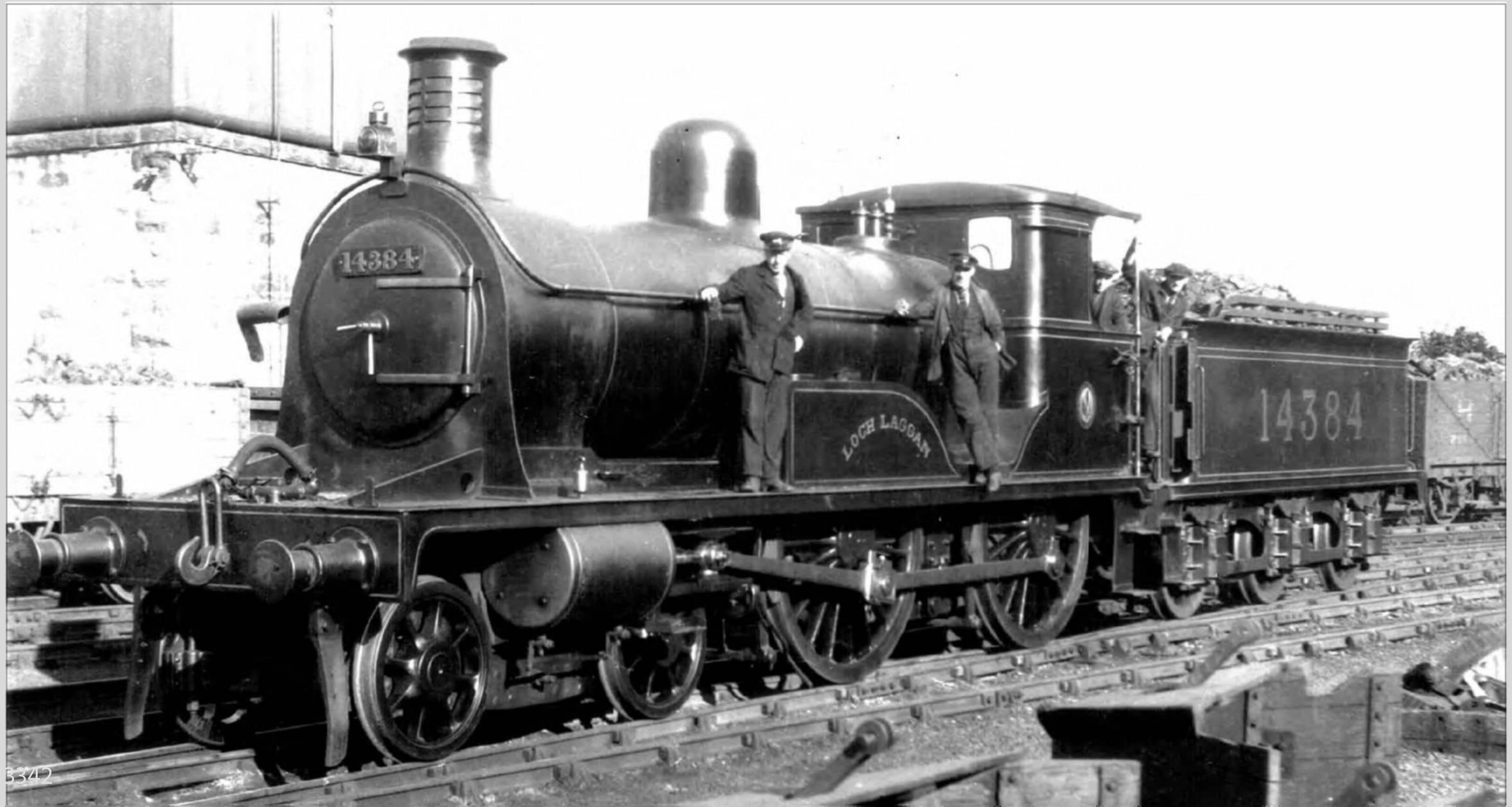


Highland Hegemony

By Nick Deacon



Top. Taken against the unmistakeable backdrop of the Inverness roundhouse, this photograph of HR 4-4-0 No.94 *Strathtay* positioned on the boarded turntable with doughty crew and attendees is a powerful reminder of that company's penchant for curvatures reminiscent of the sort of flamboyance seen upon the stages of Victorian music halls – an effect accentuated by the angled 18x24in outside cylinders and the exuberance of the double framing. No.94 was one of the dozen 'Strath' class designed for main line passenger work by David Jones and built by Neilson Reid during 1892. In essence, the class were enlargements of the successful 'Duke' class 4-4-0s of 1874 and the 'Lochgorm Bogie' and 'Clyde Bogie' classes that followed. The new 45ton 'Straths' were mounted on the same size frames, wheels and cylinders as their predecessors but with a larger 4ft 6in. boiler offering a larger heating surface and a higher tractive effort of 16,786. The class was destined to be the last to be produced for the company with double framing The photograph dates from a period of strict financial austerity (nothing unusual with the HR!) during 1902-12 when, under Peter Drummond's superintendency, the paint finish was simplified to a dark olive green overall with no lining. However, this detraction hardly takes anything away from the impressive statement offerred by the ensemble. Although passing into LMS ownership and allocated No.14273 the number and the new livery appears not to have been applied before the loco was condemned in March 1925 – a victim of the introduction of Drummond's powerful 'Castle' 4-6-0s and Cumming's 'Clan' 4-6-0s.



Bottom. Resplendent in its LMS crimson lake livery and black and pale yellow lining, 'Loch' 4-4-0 No.14384 *Loch Laggan* is posed outside what appears to be Blair Atholl loco shed where the loco was based during the late 1920s/early 1930s until it was withdrawn during September 1938. The class of eighteen 19x24in. outside cylinders and 6ft 3½in. wheels was the last designed by David Jones for express passenger work and were one of the first locos in Britain to be fitted with piston valves although the latter did not prove to be satisfactory and were replaced from 1899 with balanced slide valves. All were built by Dubs & Co. during 1896 with a further three appearing from the NBL in 1917. Our No.14384 was originally numbered HR No.124 and although never having to suffer the indignity like others of the class being reboilered with Caley '812' class boilers in the late 1920s, nevertheless was subject to details of LMS standardisation such as the replacement of the louvered chimney with a cast iron version, a renewed snap-headed rivet smokebox and from 1928, a plain black livery although Lochgorm Works added a red lining very much against LMS policy. In this photo none of these changes are apparent as yet although the louvered chimney has been cut down and a flatter dome fitted. In 1937 an *RO* correspondent was moved to comment on the HR locos stabled at Blair Atholl (including No.14384) stating that they were *all beautifully kept and are suffered to remain with little change*. The same correspondent especially noted No.14384 still with its HR boiler. Two of the class managed to creep into the BR era (No's 14379/85); both having been fitted with the '812' boilers which ironically perhaps had extended their lives until March 1948 and April 1950 respectively.

Sources consulted: A History of Highland Locomotives. Peter Tatlow, OPC 1989. 1930s editions of The Railway Observer.

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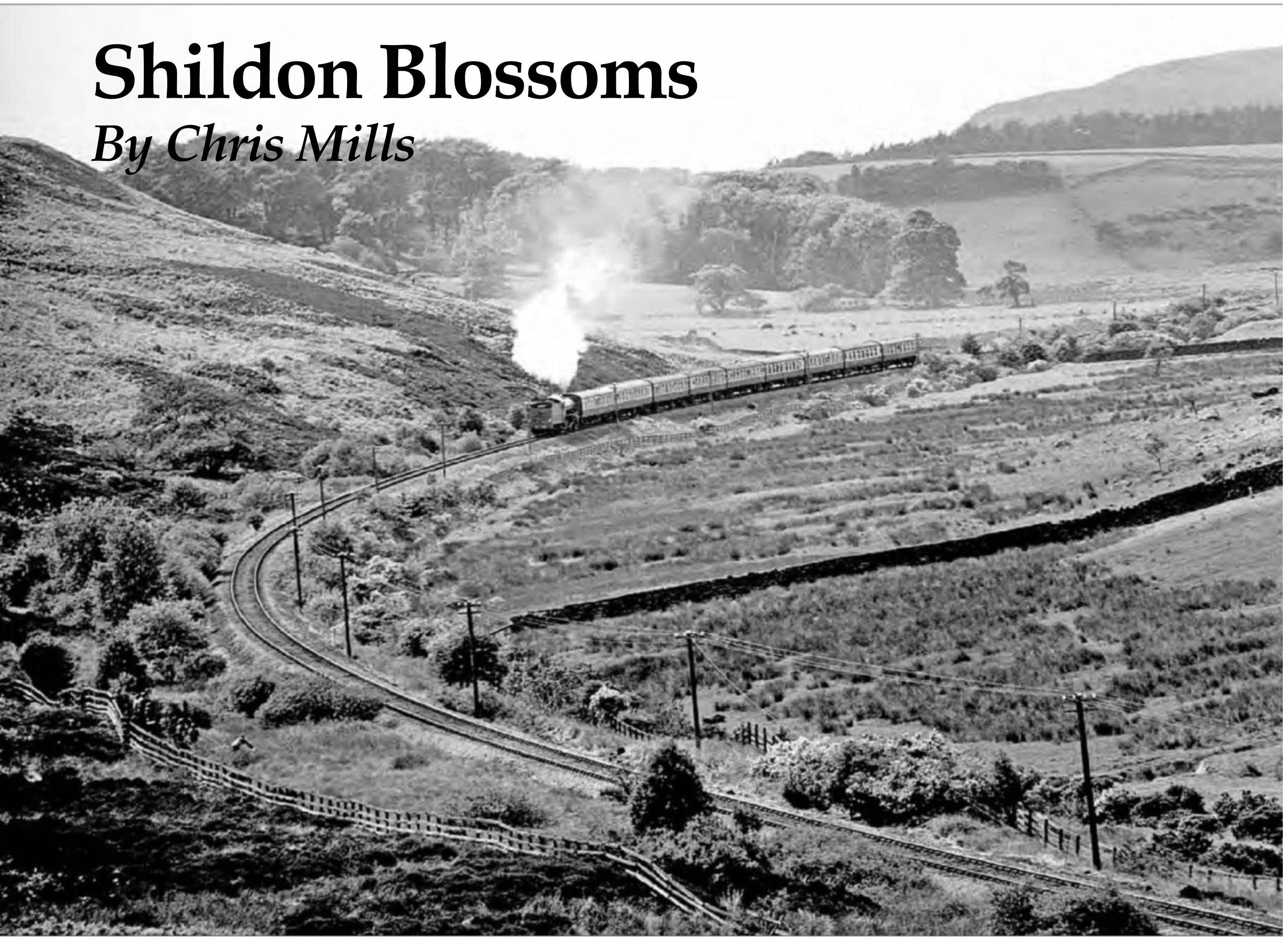
Shildon Blossoms

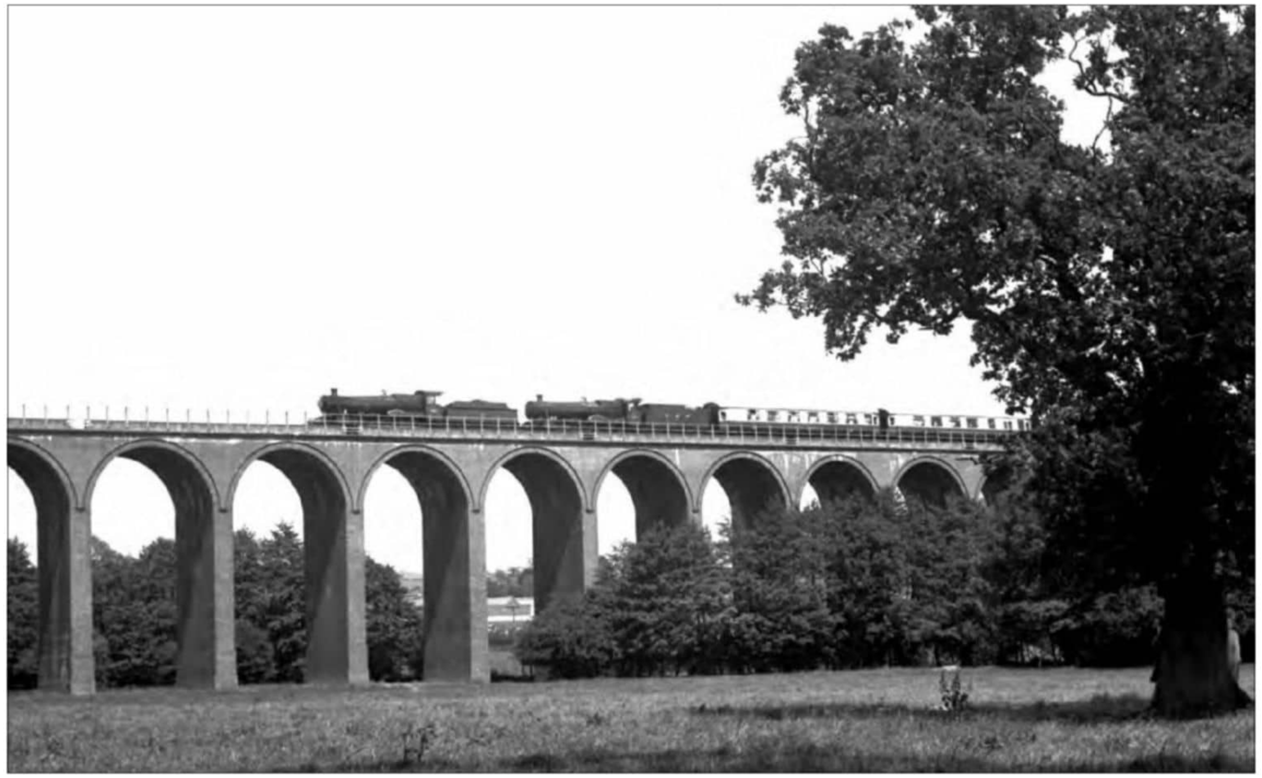
By Chris Mills



In the lead-up to the great celebrations June was the first month where activity became apparent out on the real railway - no more watching trains on the toy train sets scattered around the country. Most of the activity involved locos already in regular use stretching their legs on proper fast-moving trains. In addition the Whitby line seemed to merge with the NYMR for a proper steam-fest of its own. To cap the month off there was the sight of the Midland Compound, 1000, exploring its surroundings near York. The cloak of secrecy still hung, shrouding every activity with no more than essential information to fill the seats on the few test specials. To add to the fog, 2005 took it upon itself to cover much of the Yorkshire Moors in a cloud of burning bracken, which led to some belated curtailment of its activities after a few weeks (perhaps a foretaste of what would happen nationwide in the Summer of '76).

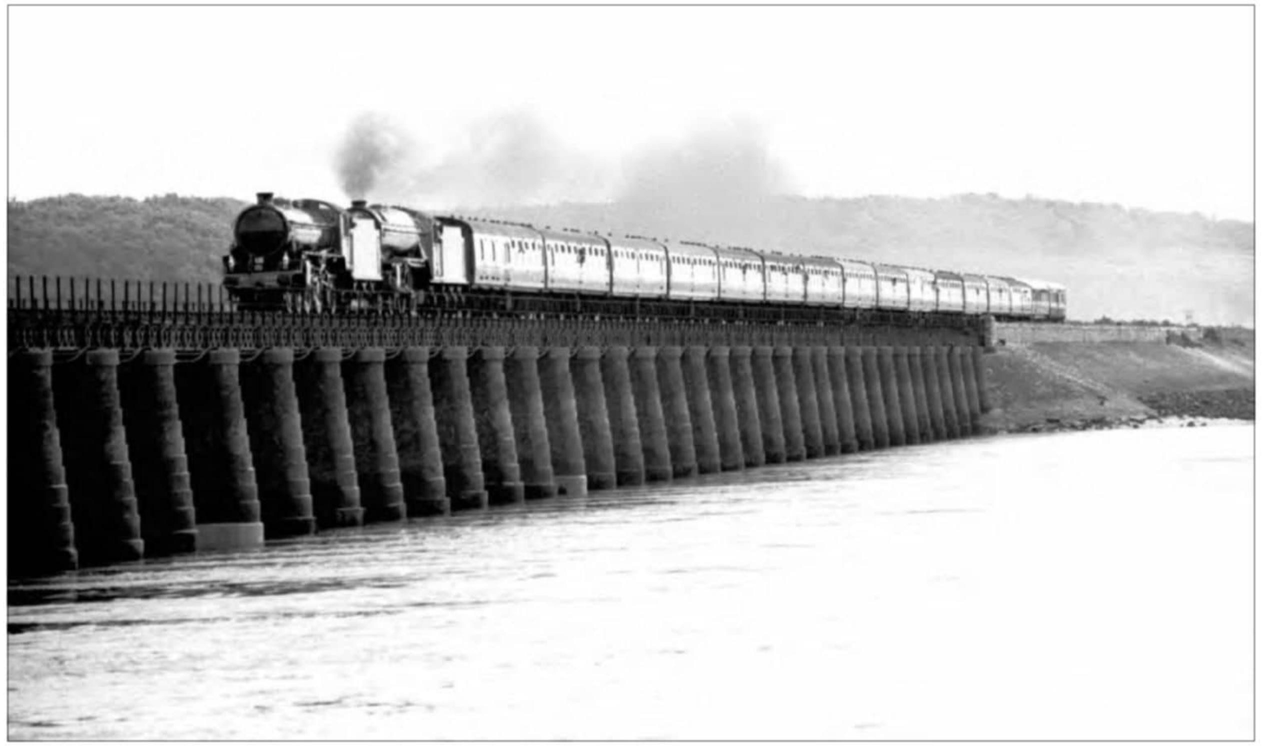
I'll start with a quick glimpse of 2005 - for the full glory Bylines has a spread of some of the NYMR action throughout June - followed by the Great Western Society efforts up to Hereford, ostensibly so that punters could see *King George V* in steam when they arrived. The third weekend of the month was very much dominated by the LNER with an electric special from London to Carnforth, where the choice was either 1306 and 4771 to Sellafield or 4472 for a blast to Leeds; no guesses as to which one I plumped to record. For those two there only appears to have been one train from London, so I assume that many of the passengers must have joined the trains at Carnforth (the Sellafield train alone was 16 coaches). After a quick check on 2005's incendiary prowess the month finished with a very hush-hush performance by 1000 exploring its surroundings. To be fair, most people wanting to explore Gascoigne Wood would keep very quiet about it. Space considerations mean you will have to wait until next month for that.

What better way to start any article than with a glorious landscape of one of the most picturesque parts of the country, largely unsullied even to this day by hordes of tourists. This is one of the more inaccessible parts of the headwaters to the Esk Valley, where the Sleddale Beck makes its way down from the bogs on Guisborough Moor tops to Commondale, before joining the Esk at Castleton. The moors are littered with remnants from antiquity, as well as more recent signs of mining in the nineteenth century. Into this landscape came the railway in April 1861 when the North Eastern Railway opened the section to Commondale, fully opening onward to Grosmont in 1865. As part of the lead-up to Shildon 150 the NYMR ran enhanced services and excursion trains ran into Whitby. A steam-hauled service was also introduced at weekends between Whitby and Battersby using K1 2005. This view is of the LNER special on 28th June, which ran from St. Pancras and Sheffield and was hauled by Peak 45121. The K1 took the train over at Battersby and is seen here close to the summit between Kildale and Commondale. The beck runs to the right of the line close to the base of the embankment and heading for Whitby. On the left of the line the valley of the Leven swings away around the shoulder of Kildale Moor and heads off to Yarm and the River Tees. Beyond the coaches Coate Moor rises and in the valley bottom, just behind where the cows graze in a field above the middle of the train, we can make out the sweep of the trackbed, which used to lead to an old ironstone mine at Warren Moor, long since closed.



Part of the celebrations at Shildon involved the display of GWR coaching stock and so on 14th June this had a run out on the main line, headed by 7808 *Cookham Manor* and 6998 *Burton Agnes Hall*. With reporting number Z80 the train ran from its base at Didcot up to Hereford, where *King George V* was being steamed for the occasion (or more accurately the occasion was because KGV was being steamed). This is Ledbury Viaduct, fortunately clear of spectators and photographers, as the train drifts over on the way to Hereford. In the background, through the arches, the Bromyard Road trading estate is visible.

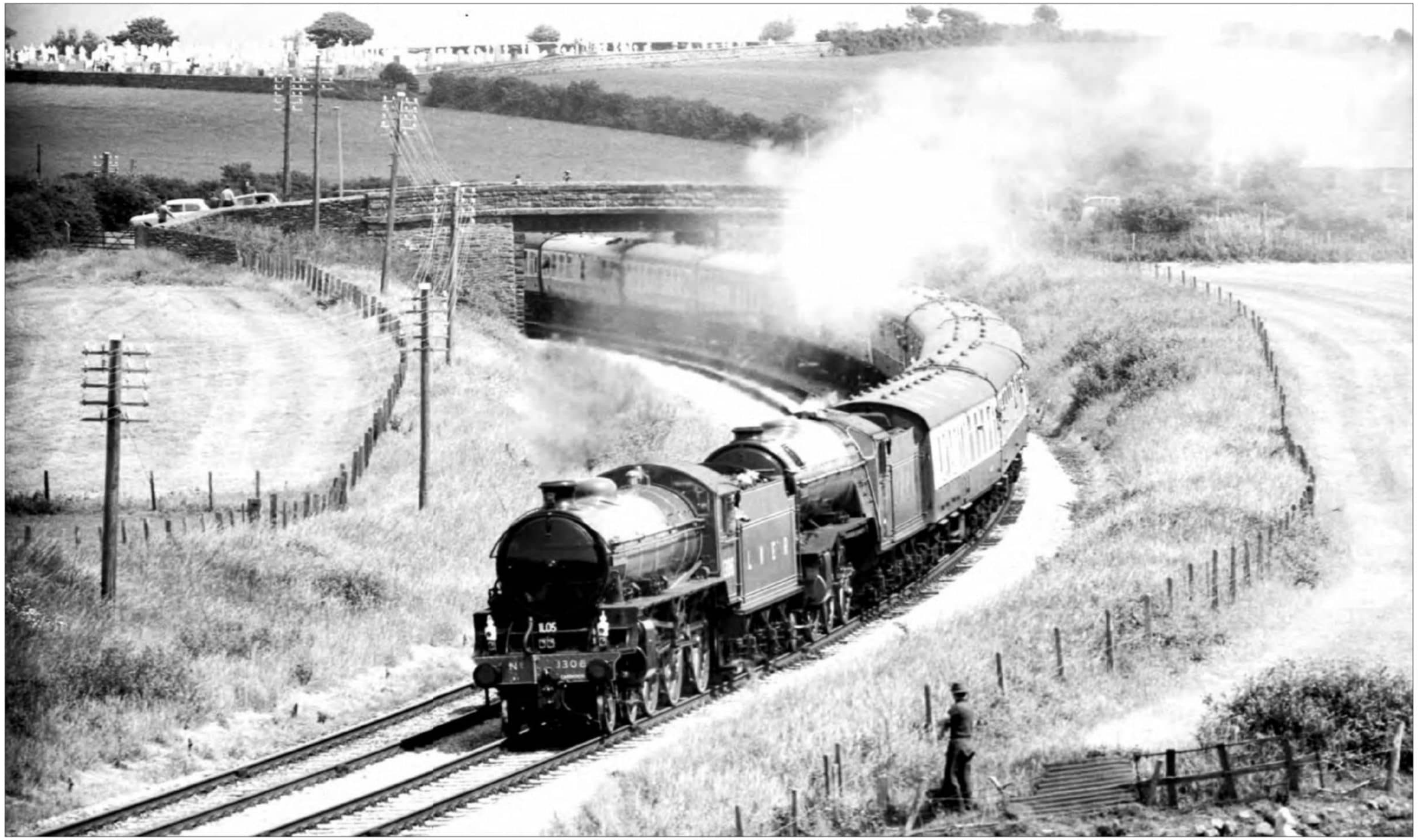
Photography along the southern coast of Cumbria was always dictated by the state of the tide - not just in respect of what the image might look like, but equally by if it was possible to get to the location and not be submerged by the tide in the process. On the outward journey of the LNER Furnessman, with the tide being in options on the first part of the route were limited to head-on views, hence my first choice was well into the journey, at Plumpton Hall. This was the location of the old junction with the Haverthwaite and Lakeside branch, by then preserved - just, as the lifting of the track at the junction in 1972 provoked urgent action to complete the deal. This view is from the Morecambe Bay side of the line as the train heads over the Leven Viaduct, with the tide covering Cartmel Sands. Behind the train on the far shore rise the scarp slopes of Ellerside. This might well be the longest train to traverse the line: it certainly needed the motive power provided. The date was 21st June.

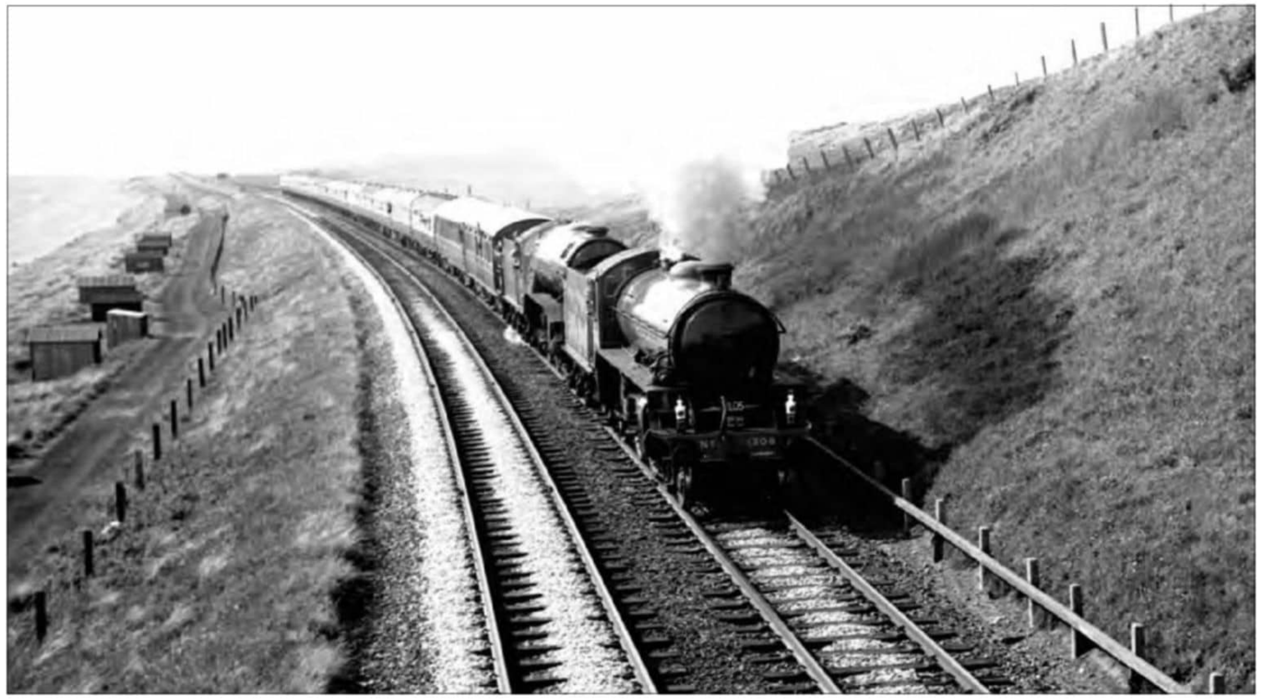


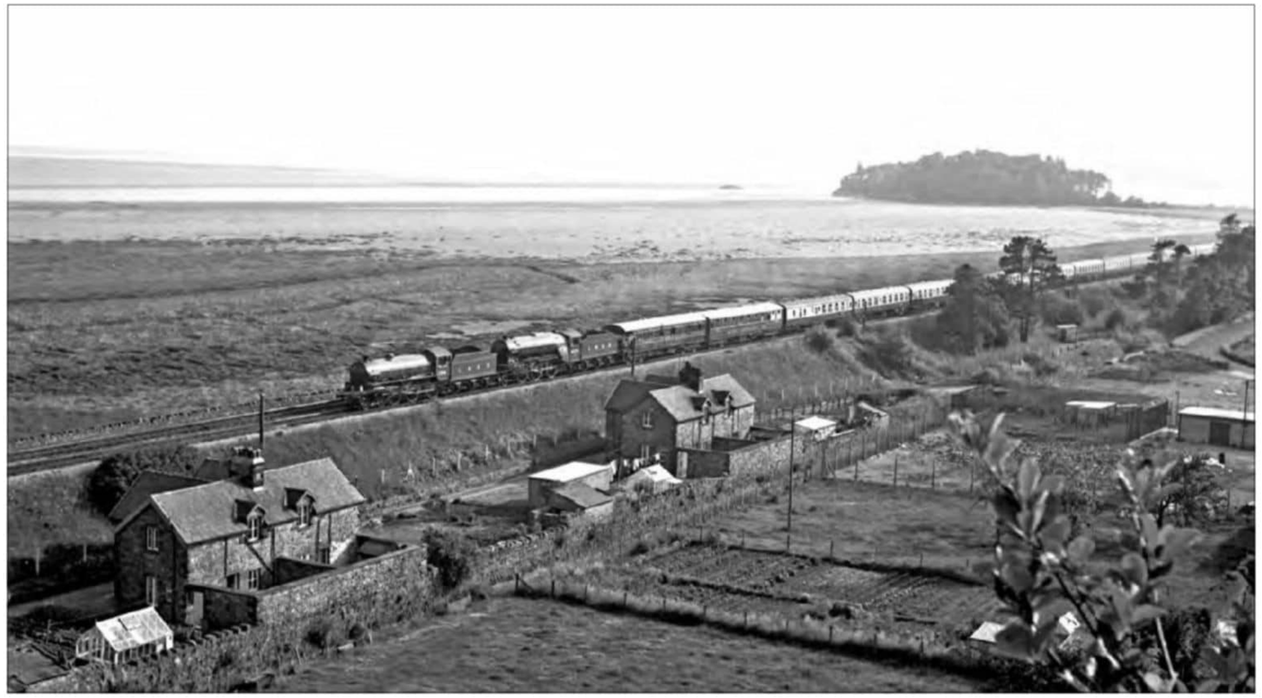
Top right. One of the great advantages of photography on the Cumbrian Coast line was that the roads tended to go direct whilst the railway meandered. Thus it was not too difficult to overtake the train whilst it explored the environs of Barrow and to to be waiting ready for it at Millom. This is Haverigg Road Bridge, just beyond the town, with the train facing South but heading North (what did I tell you earlier). Along the skyline is the cemetery of St. Georges, with its white headstones. Numerous other enthusiasts have arrived, but all cars are politely parked clear of the bridge. Today much of that background is full of new estate development.

Below. Now the purpose of this section of the railtour had been to provide participants with a trip up the Ravenglass and Eskdale Railway, so it ended at Ravenglass. That location has no main line facilities other than the station so after most of the passengers had disembarked it was necessary for the train to continue up the coast to Seascale where there is appropriate access to enable the locomotives to take water prior to the return journey. Conveniently there is also a triangular junction enabling the locomotives to be turned, courtesy of British Nuclear Fuels, although their bonhomie didn't extend to allowing photographers onto the premises - can't think why! After a few record photos at Seascale station the next action shot was just to the North of Sellafield Station where there is a convenient footbridge linking the housing on Sella Bank to the largely unspoilt (??) beach. Not too many tourists here, although the golf clubhouse on Sella Bank has quite a number of local members to play on the course, which stretches from here up to the boundary of the nuclear facility - small round objects travelling very fast and potentially lethally being one of the characteristics of nuclear surroundings.

Bottom right. Grange-over-Sands was always a favourite spot, although generally from viewpoints closer to, or beyond, the shoreline. This one was planned well in advance as time was needed for access. Grange and other adjacent villages are some way from the main road and exist in a little (pretty) environment all of their own; perhaps one of the reasons why that section of railway is so popular with photographers. That isolation is also why Grange had its own gasworks, built under the shadow of Meathorp Fell, which towers above the road leading to the town. Over the years this headland had often formed the backdrop to my photography, but had never been scaled. This was now that time. A route to the top of the rock face was eventually found and the view was, and is, stunning. The two semi-detached cottages were once part of the management accommodation at the gasworks. The gasholder itself had sat in the area just beyond the allotment garden, where a modern hut belonging to a contractor can be seen. The rest of the works had been off to the right and replaced by a governor house by this time. Oh, the train, sorry - I forgot. The locos have shut off steam and are coasting ready for the speed limit over Arnside viaduct which is just ahead. In the distance is Holme Island and much of the mud of Morecambe Bay, the tide being out by this time.

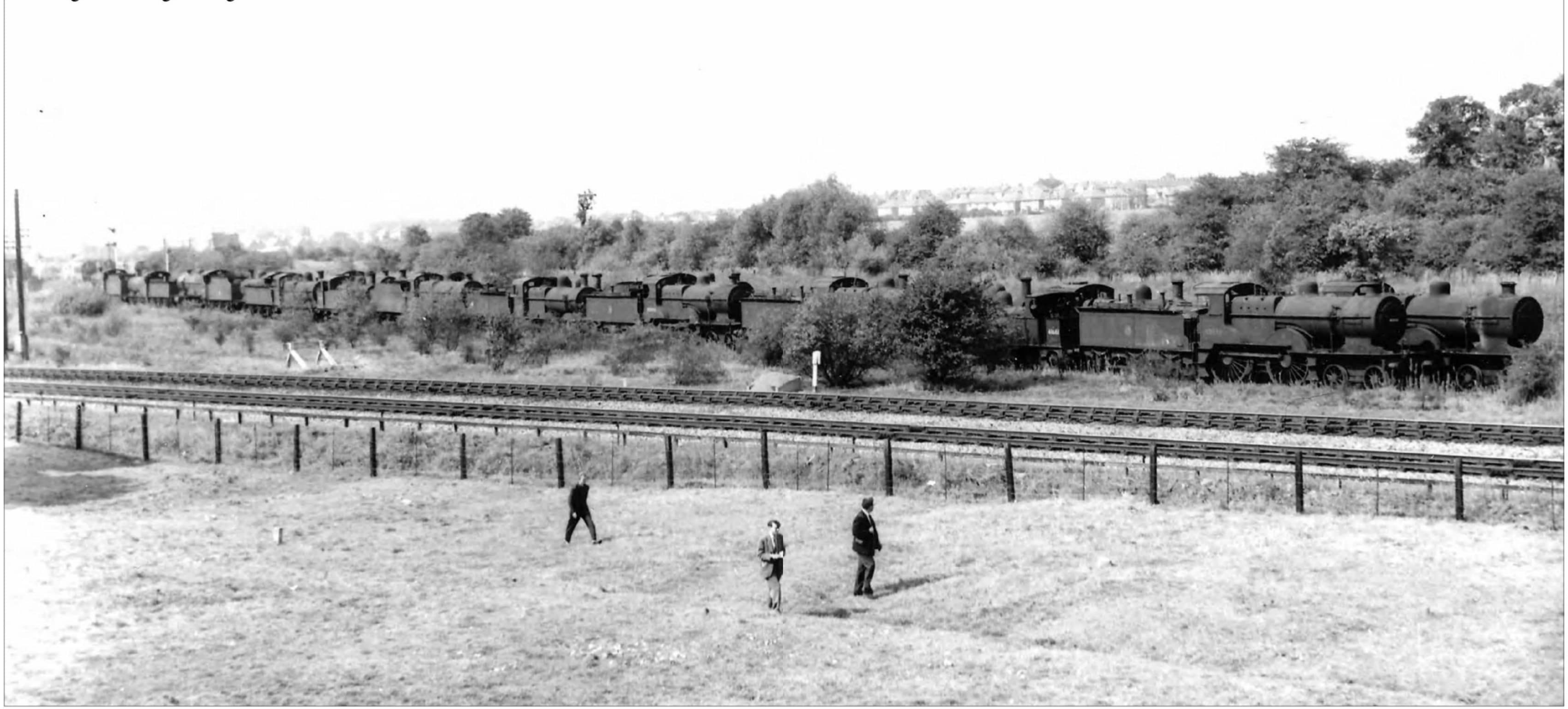






Spondon – A Midland railway graveyard

By Barry Taylor



Spondon is an eastern suburb of the railway town of Derby and is perhaps best known as the home of British Celanese, a company that produced cellulose and acetate products on its huge site for close on a hundred years from its beginnings during the latter days of the Great War.

The Midland Counties Railway provided a station here in 1839, and this photograph was taken just a short distance away, at a point known as Spondon Junction, where two lines diverged. The one nearest the camera leads on to enter Derby station from the south, whereas the other, which is indicated by the signals in the left distance, curves around the eastern side of the town and instead accesses Derby station from the north. In between the junction of the two routes are these sidings, locally known as the Timber Sidings, which were part of the larger carriage shed complex close to the vast Chaddesden freight yard.

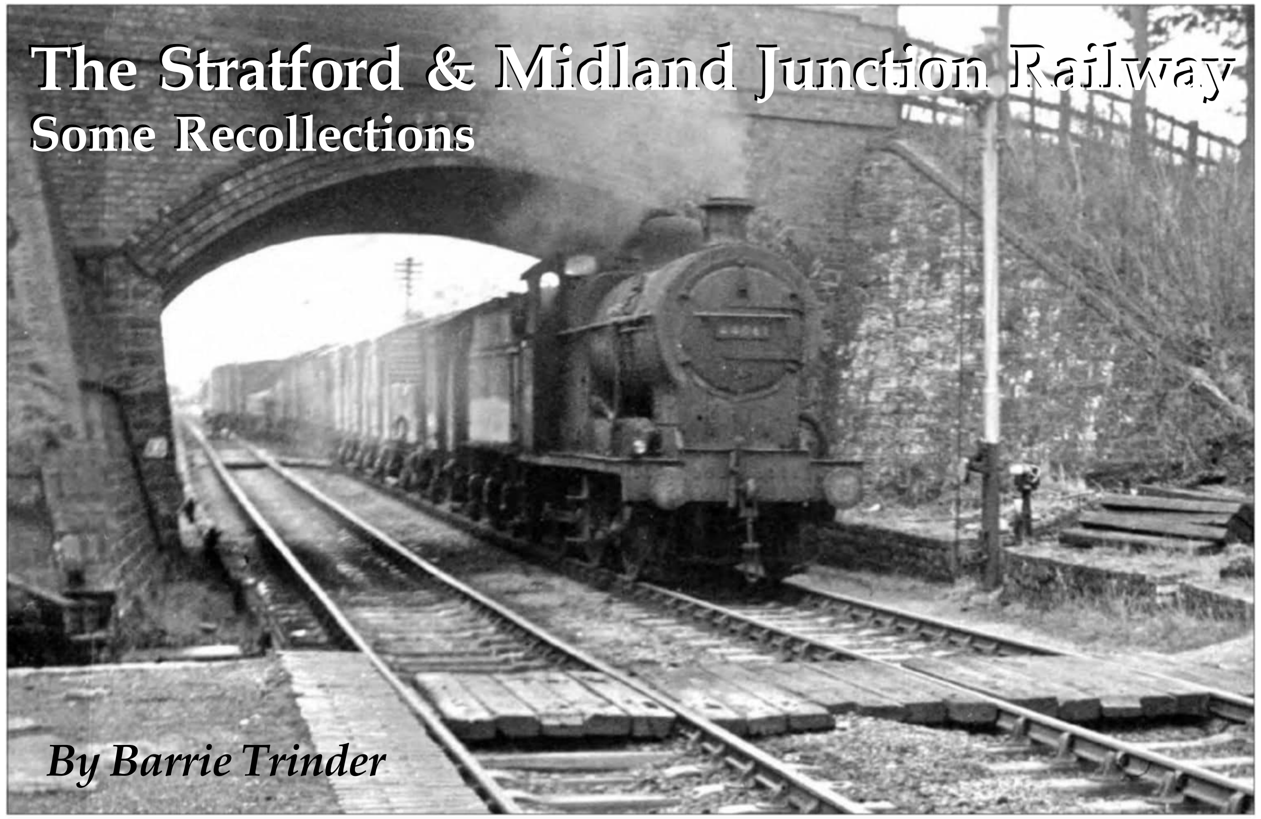
At the end of the nineteen-fifties the British Railways modernisation plan was gathering pace, and large numbers of redundant steam locomotives were accumulating in otherwise little used sidings to await scrapping. Spondon Junction was just one of those locations, and on this day in late 1959 or early 1960 there can be seen at least twenty former Midland Railway locomotives awaiting their fate. The *Railway Observer* reported that the group consisted of representatives of several classes including 2P and Compound 4-4-0s, 2F, 3F and 4F 0-6-0s, and Midland 'Jinty' 0-6-0 tank locomotives. Over the next few months the contents of the sidings varied as odd locomotives were moved into Derby Works for scrapping or shuffled around to other similar sites to wait their turn; some were even trundled away to Doncaster or Crewe when spare works capacity was available. The pressure on British Railway's own workshops eventually became too great, and many locomotives were sold to independent merchants for dismantling, and one such was Albert Looms scrapyard, located literally just a few hundred yards to the east of Spondon Junction, and just out of picture to the right. The area became a haven for railway photographers for a few years, with many old locomotives lined up to await their fate; the difference was that Looms actually scrapped them, whereas the Timber Sidings merely provided a resting place and a temporary stay of execution.

Soon it was all over, but Albert Looms continued to dismantle machinery, and more particularly cars, until closure in 2024. The scene is very different here today, although the southern line to Derby station is still in place; beyond that the new A52 road looms above the railway, modern commercial development has obliterated the sidings where the locomotives once stood, and the houses of Chaddesden have inevitably marched further down the hill from the horizon.

The Stratford & Midland Junction Railway

Some Recollections

By Barrie Trinder



A 4F approaches Byfield from west.

The Stratford & Midland Junction Railway was a curiosity amongst English railways, a rambling cross-country route across the southern Midlands extending from Olney to Broome Junctions, which was crossed at Towcester by a line from Blisworth to Banbury. It was a line whose passenger services were few and uncrowded, although it carried some significant long-distance freight trains. It has nevertheless attracted a succession of railway historians, J M Dunn, Arthur Jordan, R C Riley & Bill Simpson, and, most recently, Barry Taylor. I grew up in Banbury and from an early age took sufficient interest in railways to know that the town had a second station at the end of Merton Street in addition to the busy one, which we saw every time we crossed the bridge to shop in the town centre. In my teens I was a train spotter and saw operations on the SMJ 'main' line during refreshment breaks while cycling to and from various locations on the West Coast Main Line.

I think that my first railway journey was made on the SMJR. In 1943 or 1944 my father, on leave from the army, took my mother and me on a shopping trip by train to Northampton, where we visited a department store and spent valuable clothing coupons to buy me a blue overcoat, which on reflection was rather like a miniature version of an RAF great coat. I have a distinct memory that while changing trains at Blisworth on our return journey I saw on a main line train what was, to me, an unusual coach whose livery I would later appreciate was LNER varnished teak.

A few years later when I was at junior school, I accompanied my father several evenings each week to assist him on his allotment, alongside the field that was bisected by the drive to Spital Farm, residence of Sidney Hilton, the borough surveyor. On the far side of the field was the line into Merton Street station, and the turntable that remained of the LNWR engine shed that closed in 1934. I usually crossed the field to see the 2-6-4T tank engine that brought in the 17.28 from Bletchley at 18.34 and departed on the return working at 19.00. The second of the day's two SMJ passenger services from Blisworth was scheduled to arrive at 19.25. It was invariably a single coach headed by a 3F or 4F 0-6-0 usually from the shed at Stratford-upon-Avon (21D). To the best of my recollection the engine usually returned light to Towcester or Blisworth, although it may have occasionally taken some freight wagons, particularly cattle trucks on Thursdays after Banbury market. Similarly, the 0-6-0 that arrived in the morning ready to take out the 10.40 passenger sometimes brought in a few goods wagons. I recall that several classmates in the summer of 1950 enjoyed a day trip to watch operations on the main line at Blisworth. I was aggrieved that my parents would not let me join them.

The last passenger trains between Blisworth and Banbury ran on Saturday 30th June 1951, and freight services ceased on 29 October of that year, but I was not keenly aware of the closure. The intensive summer Saturday services through the WR station at Banbury were of far more interest.

From 1953 my friend and I began to cycle to watch trains at various venues along the West Coast Main line. The nearest to Banbury was Bugbrooke, and if going there we would stop for refreshment at Moreton Pinkney, hoping to see a movement on the SMJR.

We never saw any of the enthusiasts' excursions that traversed the SMJR in the 1950s. We spent several hours at Moreton Pinkney hoping to see the Stephenson Locomotive Society *SMJR Rail Tour* on 29 April 1956, having learned that the train was to be hauled by a Clan pacific, but were misinformed about the timings and arrived there too late to see it pass just after noon. We cycled on to Bugbrooke and did see the special on its final leg from Rugby to Euston, hauled by No 73099, a Standard class 5MT from Patricroft. It had been intended to use a Clan only on this last leg, but none was available. On the earlier stages of the journey the train was hauled from King's Cross to Hitchin by a 'Claud Hamilton' 4-4-0 No 62605, and across the SMJR by a 3F No 43222.

If we went to Roade, which offered more trains but was more distant from Banbury, it was possible with the aid of binoculars to see trains crossing the WCML *en route* for Olney. Nos 48699, 44317 and 44355 took this route on 11th August 1954. It was also sometimes possible to observe SMJ trains at Fenny Compton from trains between Banbury and Birmingham, such as No 43924 seen on 7th August 1954.

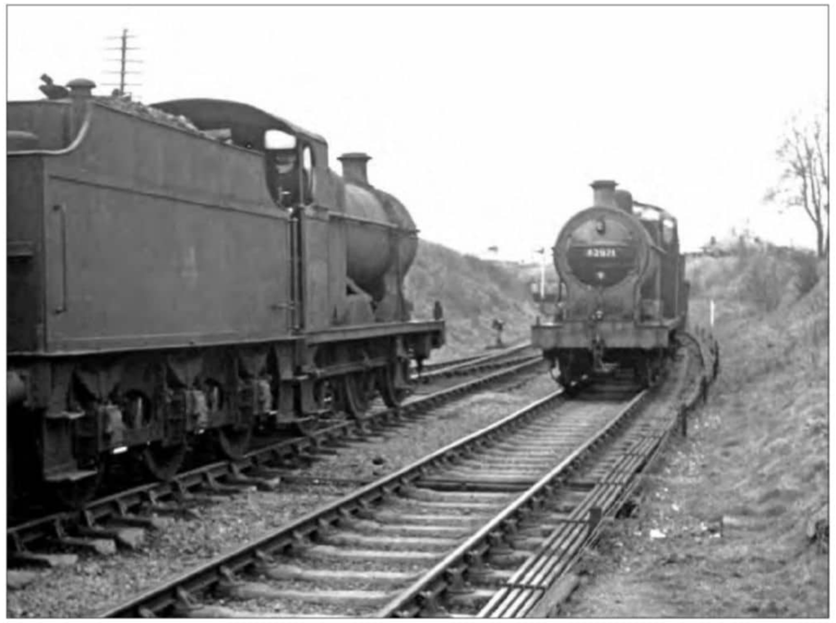
As our interest in railways matured my friend and I made several excursions specifically to observe and photograph operations at Byfeld and Fenny Compton, and on 16th April 1957 spent several hours at Towcester during which we photographed the WD 2-8-0 No 90423. This kind of excursion ceased after we left school, and I never saw the 9Fs and other classes working heavy freight trains on the western part of the line after new junctions were installed at Fenny Compton and Stratford in 1960.

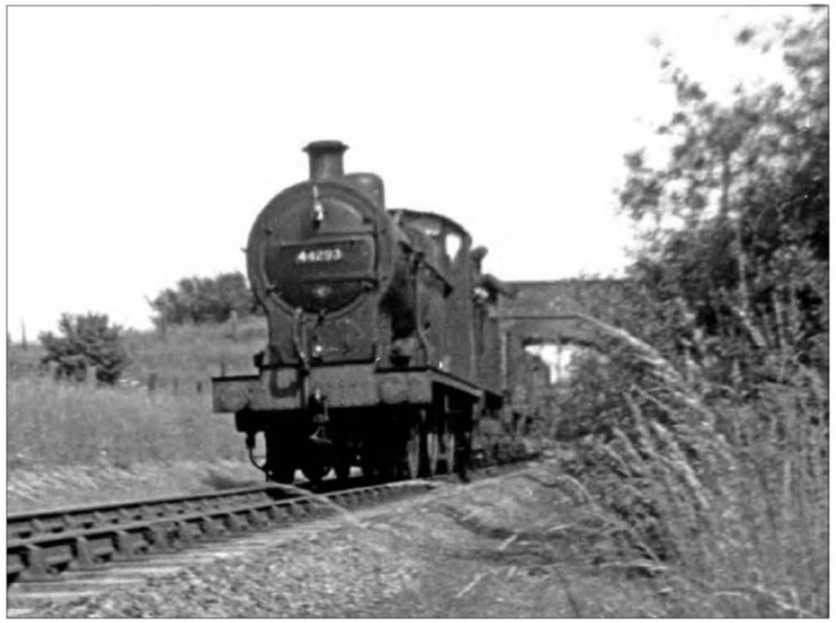
My last real acquaintance with the SMJR was on 14th September 1963 when I as privileged to travel on the Railway Enthusiasts Club's 'Chiltern 200', which was the last passenger train to traverse several lines in the south Midlands, including the SMJR route from Stratford to Fenny Compton. Since then, I have occasionally, when travelling to or from Birmingham, observed diesel locomotives on the last remaining section of the company's line between Fenny Compton and the Kineton military depot.

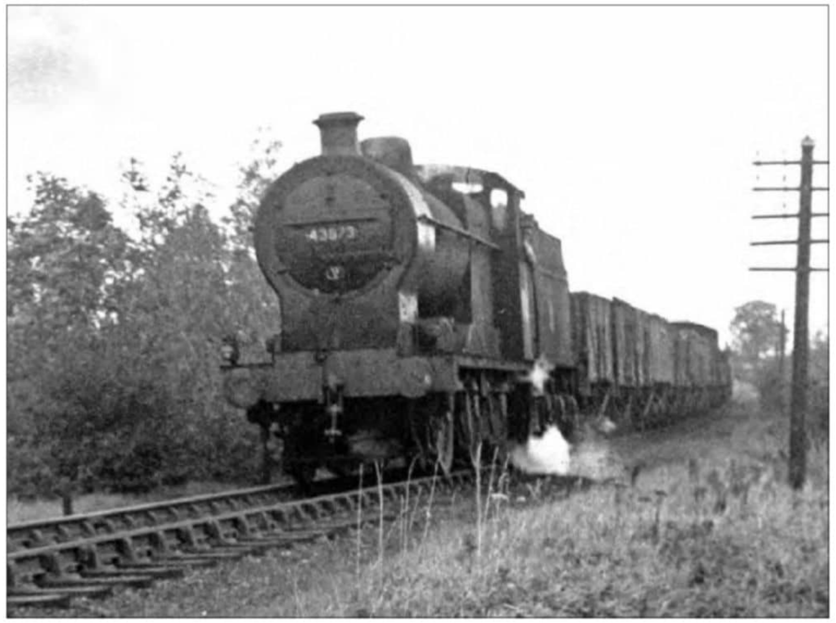
Having grown up in Banbury, it is ironic that I now live in old age at the other end of the SMJR, at Olney. Just for a few months in 1892-93 it was possible to travel from Olney to Banbury with only one change. The passenger service on the Stratford-upon-Avon, Towcester & Midland Junction Railway between Olney and Towcester, which operated only from 1st December 1892 until 31st March 1893, commenced with a departure from Olney just before 09.00, which covered the 12 miles to Towcester which would have provided a connection with the train that departed from Towcester at 09.25 for Banbury (Merton Street).

Barrie Trinder is a historian who has written extensively about towns and industry, and also about transport. He is the author *Junctions at Banbury* (Boyd, 2017) and has also written about railways in *Britain's Industrial Revolution* (Carnegie, 2013), *The Blackwell Encyclopedia of Industrial Archaeology* (Blackwell, 1992) and *The Industrial Archaeology of Shropshire* (Logaston, 2016).

Photographs by the author unless otherwise noted.



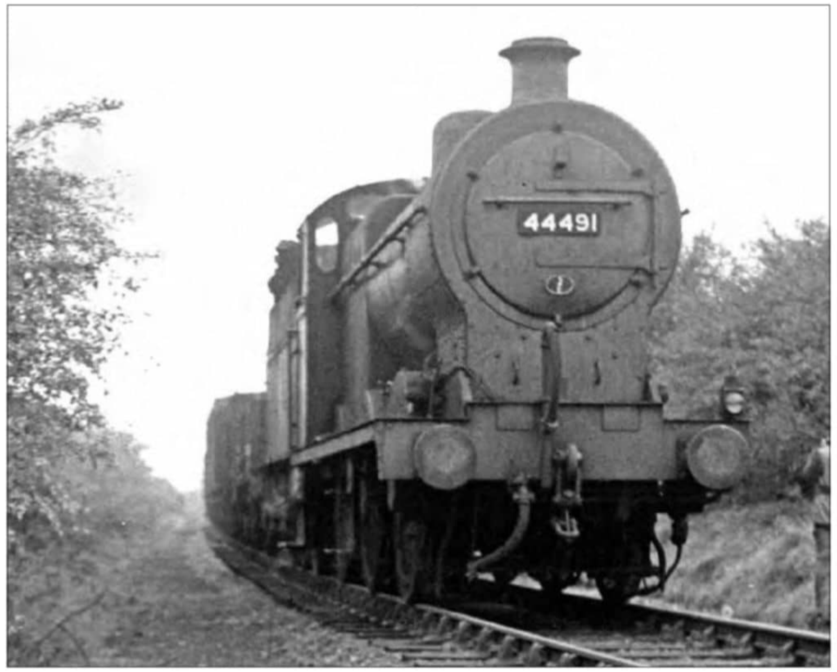




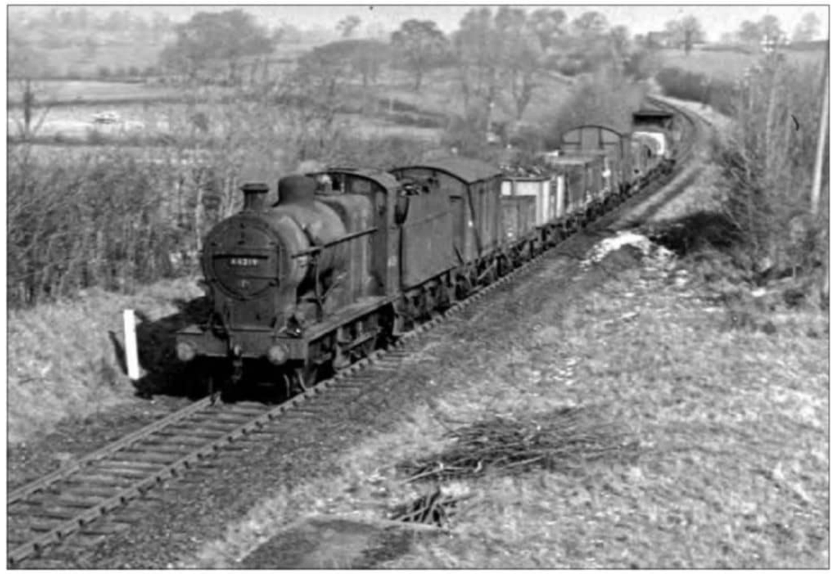
***Top*. The same 4F and 43971 pass at Byfield on the same day.**

***Middle*. 44293 near Moreton Pinkney, 25th June 1955.**

***Bottom*. Approaching Fenny Compton from the east.**

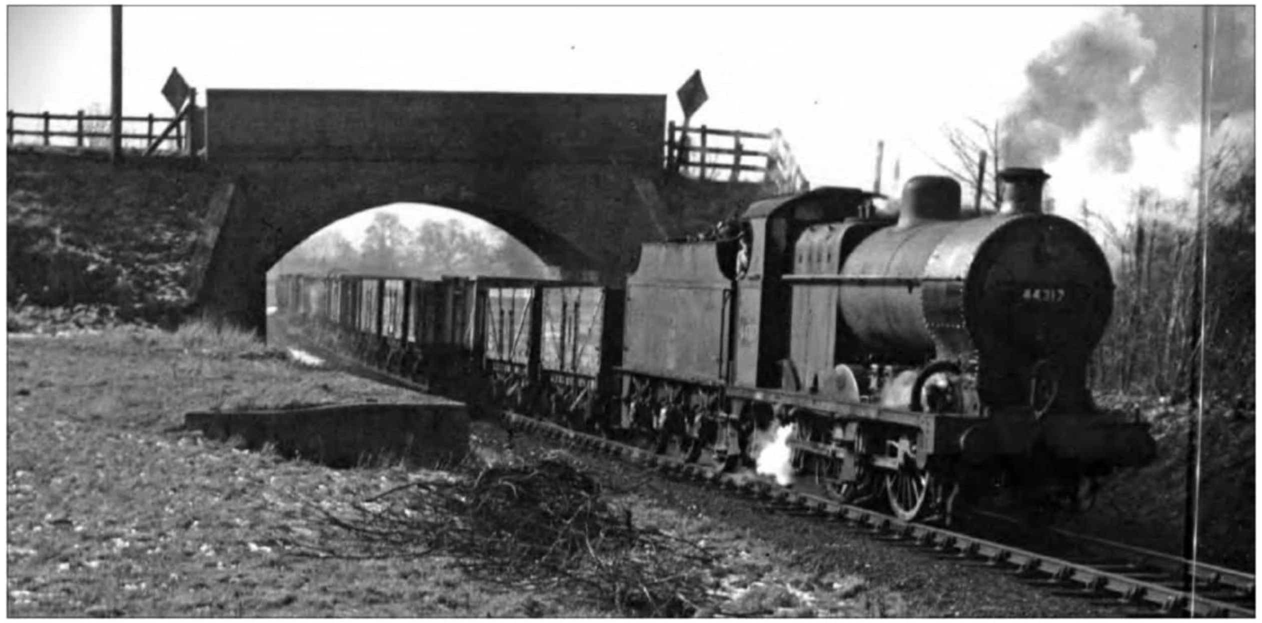


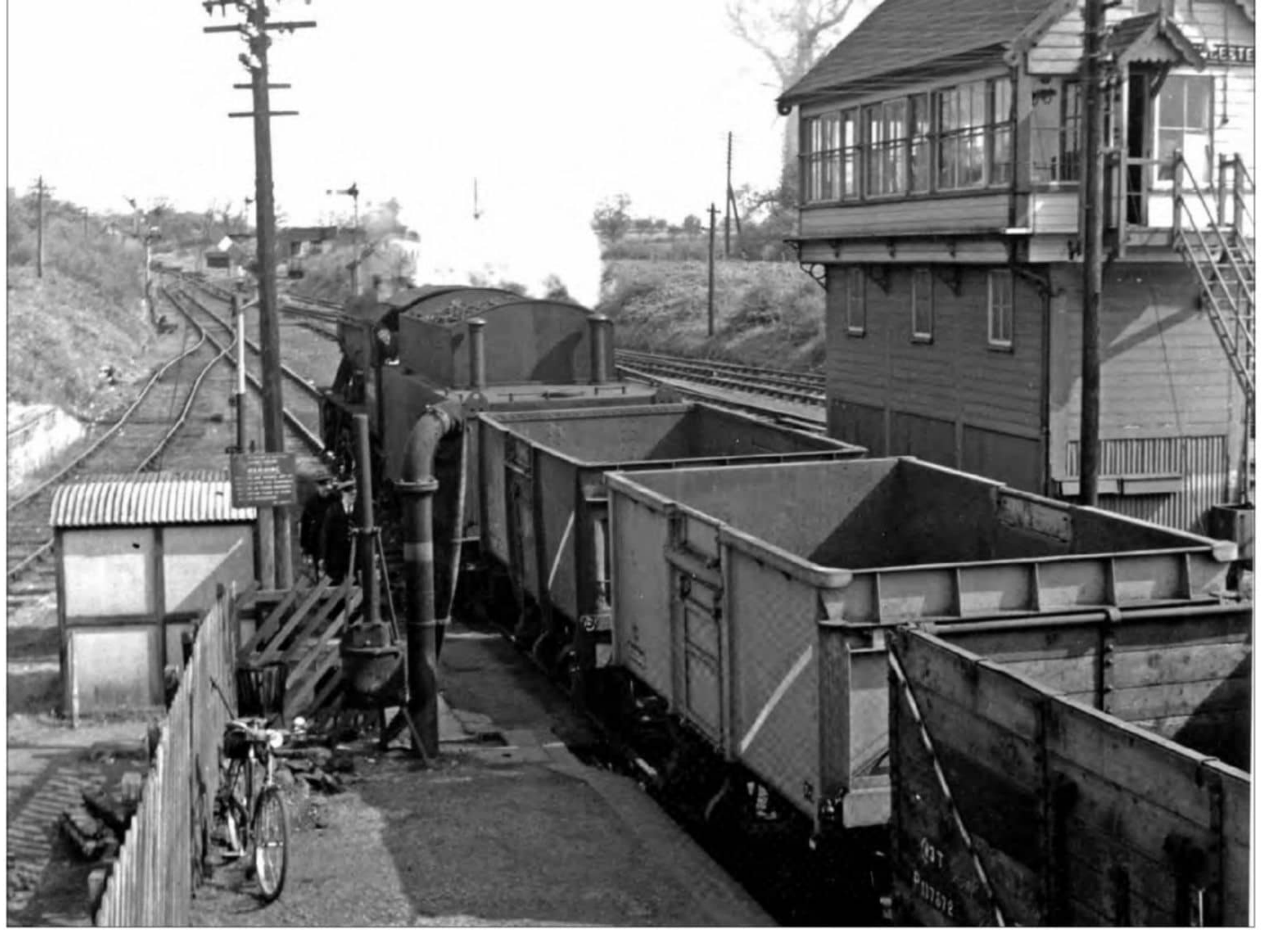
Top. 44491 near Fenny Compton same day.

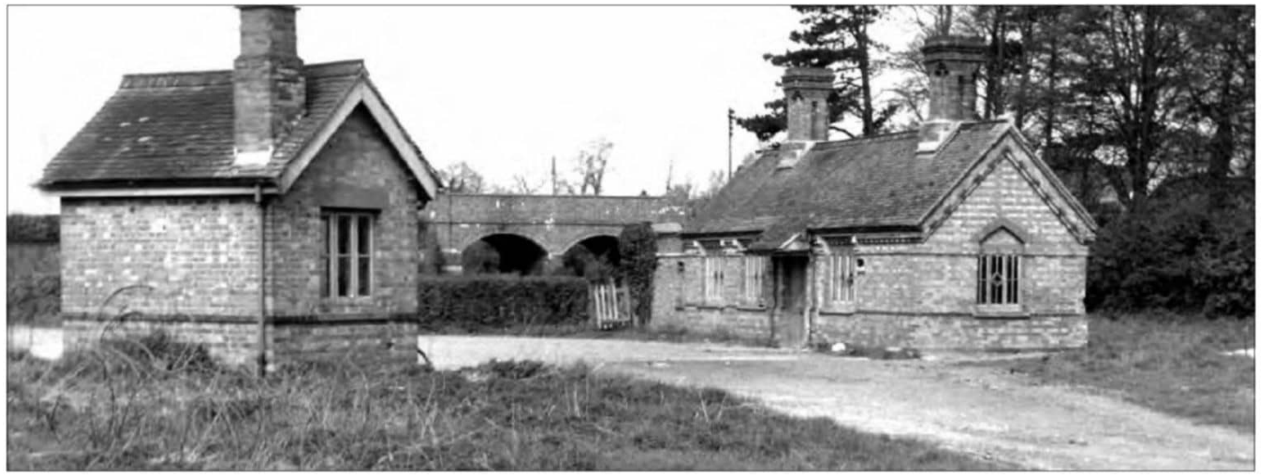


Middle. 44219 near Moreton Pinkney.

Bottom. 44517 at Moreton Pinkney, westbound.



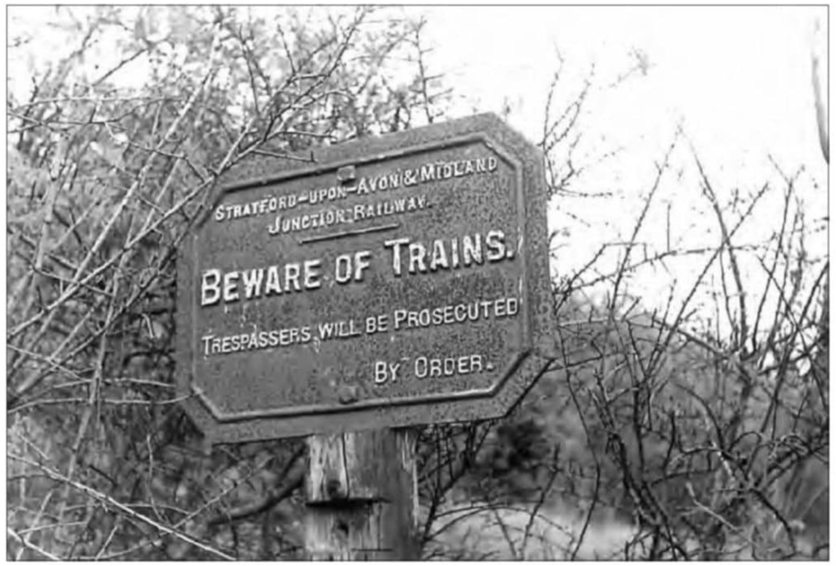




Top. 90423 at Towcester 16 April 1957.

Middle. Moreton Pinkney station.

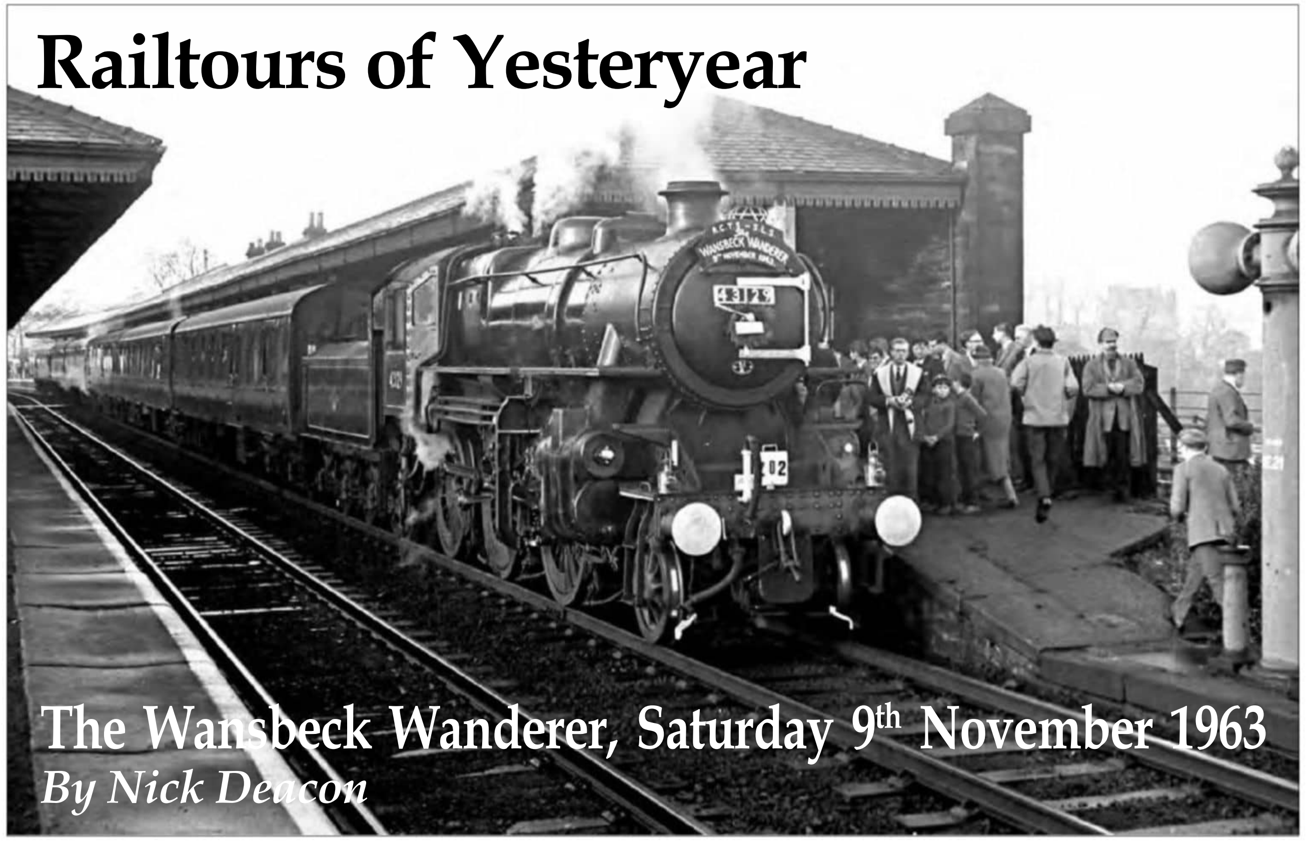
Bottom. SMJR notice. *(Ian Stratford)*


STRATFORD-UPON-AVON & MIDLAND
JUNCTION RAILWAY.
BEWARE OF TRAINS.
TRESPASSERS WILL BE PROSECUTED
BY ORDER.

Railtours of Yesteryear

The Wansbeck Wanderer, Saturday 9th November 1963

By Nick Deacon

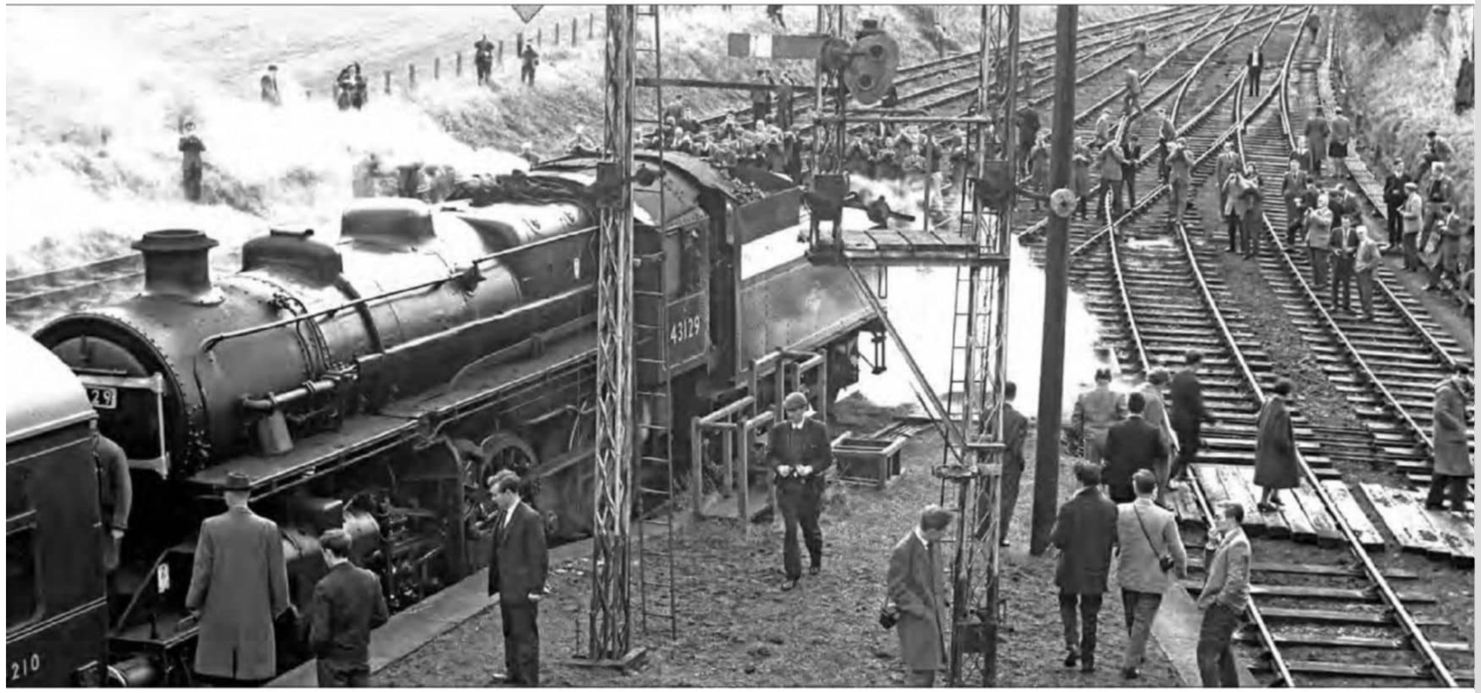


After leaving Newcastle Central at around 9.15am, about half-an-hour later the tour reached Morpeth where a reversal was needed to access the Wansbeck line diverging from the ECML to the south of the station. A sparkling No.43129 at the north end of the station replete with headboard, white-painted embellishments and a bespoke 'valete' garland attached to the smokebox door prepares for the reversal to continue tender -first to Reedsmouth and Bellingham. At the platform-end during a 15-minute pause at the station the loco receives deserved obeisance from a throng of admirers. As for the 'valete' adornment, as we know, it wasn't quite 'farewell' to the complete route although it was for the Woodburn – Reedsmouth – Bellingham section which had been retained for a weekly goods service after the closure of the Border Counties line to goods from 1st September 1958.

This tour organised by the combined efforts of RCTS and SLS was an opportunity to traverse the former NBR Wansbeck line from Morpeth to Reedsmouth Junction, a short distance north to Bellingham on the NBR Border Counties line, plus the Rothbury branch from Scotsgap. All these lines closed to passenger services on 15th September 1952 apart from the Bellingham to Hexham section on the Border Counties line, which finished on 15th October 1956 along with the remainder of the route from Riccarton Junction. Bellingham continued to see occasional excursion traffic from Hexham until rails were removed from that section in 1959 and from Morpeth until 11th November 1963 with the latter date including the Reedsmouth to Woodburn section of the Wansbeck line. The remaining section from Woodburn to Morpeth closed completely on 3rd October 1966 with the last weekly freight having worked a few days previously on 29th September.

The tour comprised six coaches including at least four BR Mk1 corridor vehicles, buffet facilities and ran from Newcastle Central to Morpeth and thence along the Wansbeck line to Reedsmouth, north to Bellingham and a return via the Rothbury branch to Morpeth and Newcastle. 'Bulled-up' BR Ivatt 4MT 2-6-0 No.43129 from Darlington shed took charge from Newcastle and was replaced on the return leg at Morpeth with Gateshead's V3 2-6-2T No.67691 providing the muscle back to Newcastle. By all accounts the tour was well attended with around 250 punters stumping up thirty bob each (or around £33 in today's money) for the privilege. Kenneth Gray joined the tour at Morpeth and may have contributed to the report which subsequently appeared a few months later in the *Railway Observer* viz: *A follow-up of the main North Eastern Rail Tour took place on Saturday, 9th November, 1963, when "The Wansbeck Wanderer " was operated as the last passenger train to Bellingham and Rothbury. At 9.12am 250 passengers left Newcastle in the six-coach train hauled once again by Cl. 4 2-6-0 43129. The trip was blessed with the pleasant weather which had characterised the main tour. Reversal at Morpeth was followed by the final trip up the Wansbeck Valley Railway to Reedsmouth. After a further reversal the special train continued to Bellingham where an awaiting plume of steam was found to be coming from a beautifully restored Burrell traction engine. A chorus of whistles marked departure from Bellingham of the last passenger train, with the traction engine responding to 43129's blasts. On the return from Reedsmouth a photographic stop was made at Woodburn, and then after a further reversal at Scotsgap, the special followed the Northumberland Central Railway to its terminus at Rothbury. The final departure from Rothbury at 3.15pm was marked by suitable music from a local pipe band. On returning to Morpeth a surprise awaited the passengers in the form of V3 2-6-2T 67691 which hauled the train to Newcastle, reached at 5.04pm.*

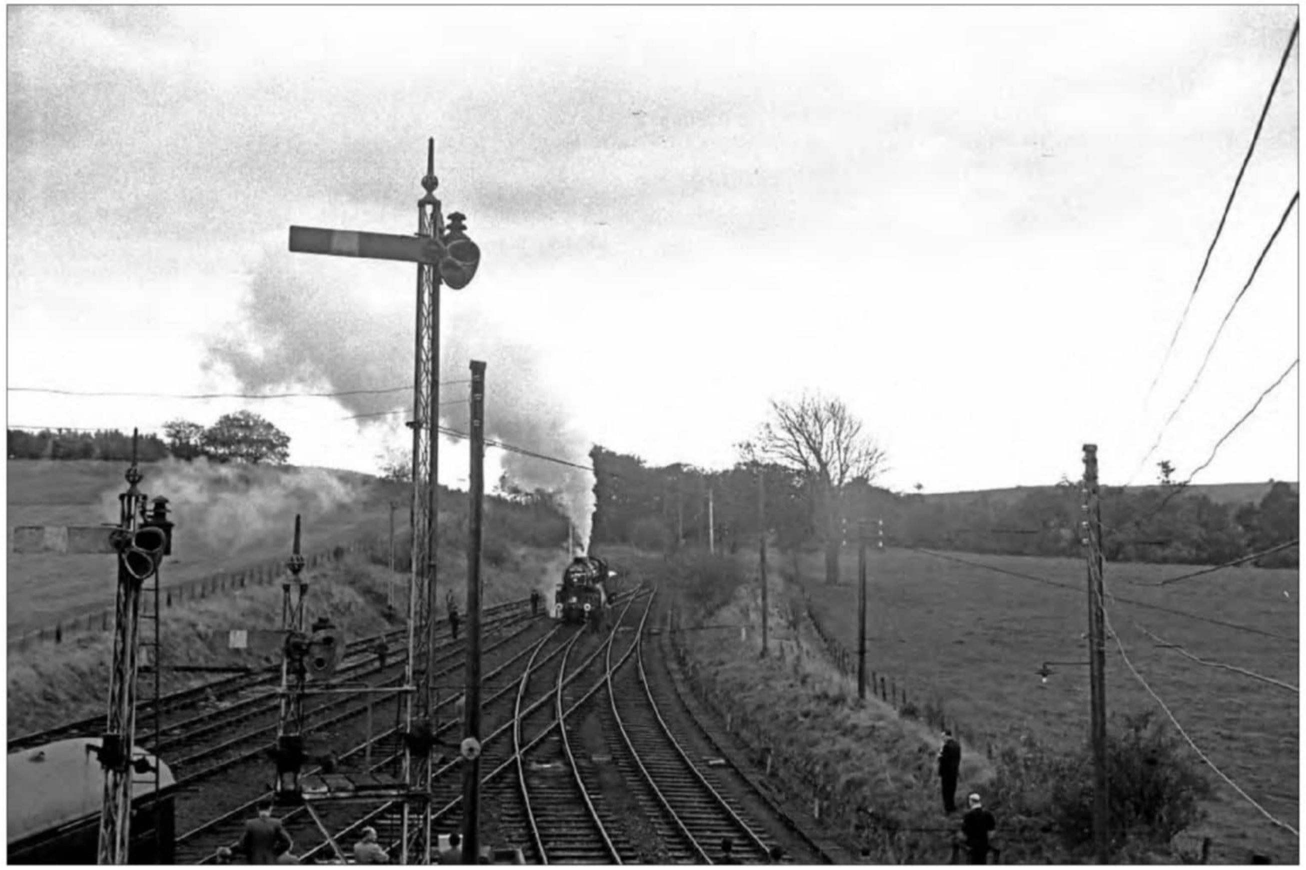
Unfortunately, Kenneth left no evidence in his photographic notes that he was part of the final leg of the tour from Morpeth to Newcastle hauled by the V3. Ordinarily he would have photographed the Ivatt to V3 interchange but at this juncture the mists of time are absolute - perhaps he left at Morpeth – we just don't know. Mention of the use of No.43129 on an earlier tour refers to the extensive RCTS/SLS 'North Eastern Rail Tour' run between 27th September and October hauled by a wealth of different locos (including No. 43129 employed on various parts of the itinerary) to many different locations. Kenneth was unable to join the tour as he was otherwise engaged in one of his own extensive 'whistle-stops' – this time a ten-day extravaganza on Southern and Western Region metals. Hopefully, more of that trip anon! A shorter and final tour of the Wansbeck line as far as Woodburn occurred on Sunday, October 2nd, 1966, when the 11-coach 'Wansbeck Piper' organised by the Gosforth Round Table paid a final visit with over 600 passengers – this time hauled by a couple of spruce Ivatt 4MT 2-6-0s, Nos.43000 and 43063 from Blyth North shed but crewed apparently by Heaton men – much to the displeasure of those from Blyth who were traditionally associated with the Wansbeck line services.



***Above*. On reaching Reedsmouth at about 11.15am another reversal was needed to gain the Border Counties line to Bellingham. The photograph was taken from the signal box overlooking the junction with the train having arrived on the line from Woodburn on the left and needing to access the Border Counties line on the right. Availing themselves of the stop, most of the passengers have scattered across the layout to make the most of the camera opportunity prior to the loco coming off, running around the train to enable a smokebox-first run to Bellingham. Providing the vantage point for the shot, the imposing signal box dated back to c.1864 when a single storey building was placed on the platform at right angles to the track on each side. A second storey was added in c.1918 to give signalmen a better view to the south and the two converging lines coming in from the north. By 1918 the 'box housed a Stevens 42-lever frame to control the numerous sidings and signals of the layout and survived unchanged until its imminent closure - which available records suggest this was immediately after the last visit of the 'Wanderer' later that day. Subsequent operations such as infrastructure and track recovery were probably accomplished by working the section as a siding from Woodburn with a small contractor's diesel loco. Confirmation of this would be very welcome.**

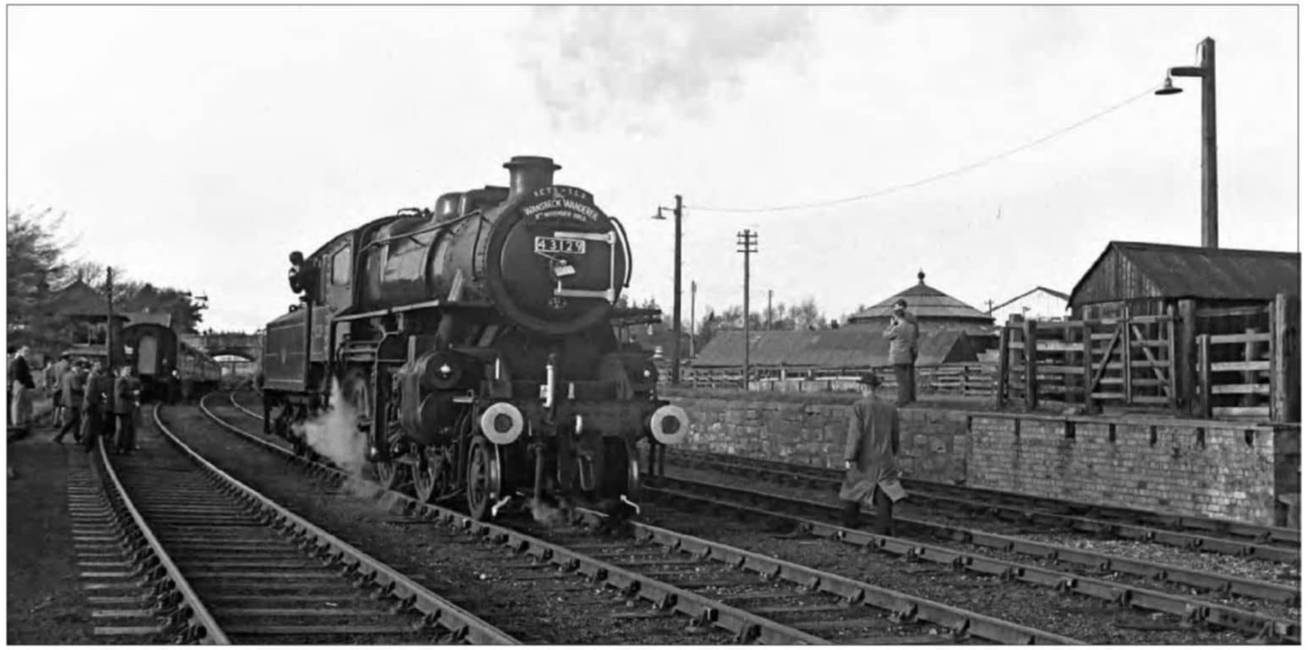
All photographs Kenneth Gray, cty. Bruce McCartney.
Sources consulted:
Six Bells Junction Railtour Files. The Railway Observer.

Bellingham was reached a little before midday where there was a ten-minute or so photo stop and another reversal. Here the loco is reversing past the stock.



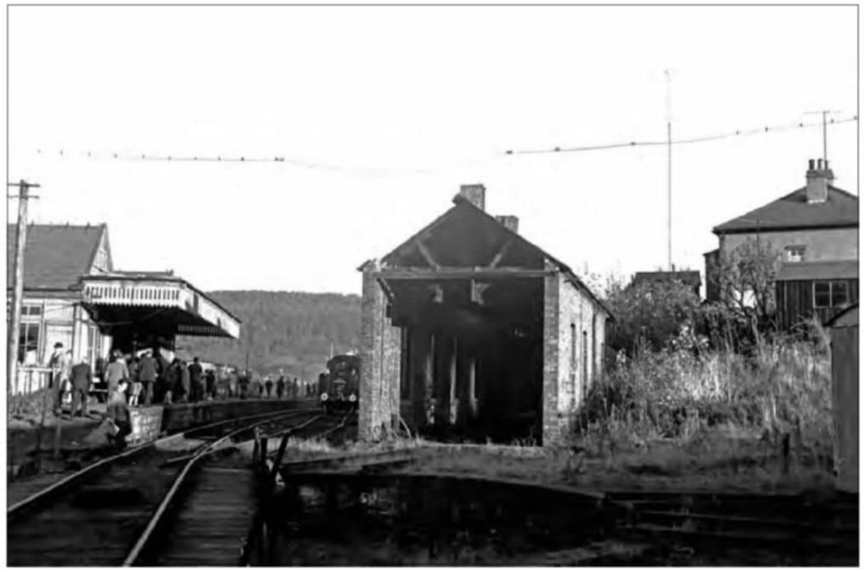
Back at Reedsmouth a short time later, the loco has traversed the junction, pushed the stock alongside the Wansbeck platform, uncoupled, reversed back to the junction and is seen about to pass the stock ready for a smokebox-first departure for the next leg of the tour to Woodburn and Scotsgap. Of particular note at this location was the fine array of working NBR Stevens & Sons lattice-post signals with their distinctive 'teardrop' spectacle plates and finials.

By the time Woodburn was reached for a short photo stop it was getting on for 1pm but time enough for the more agile to hurry along to the front of the train for more photographs. With the closure of the section from Woodburn to Reedsmouth and Bellingham on 11th November (two days later) the 'Wanderer' was probably the last train to use its metals with Woodburn then becoming the goods railhead from Morpeth plus the destination for occasional troop train specials for the remote Army camps in the Redesdale area.

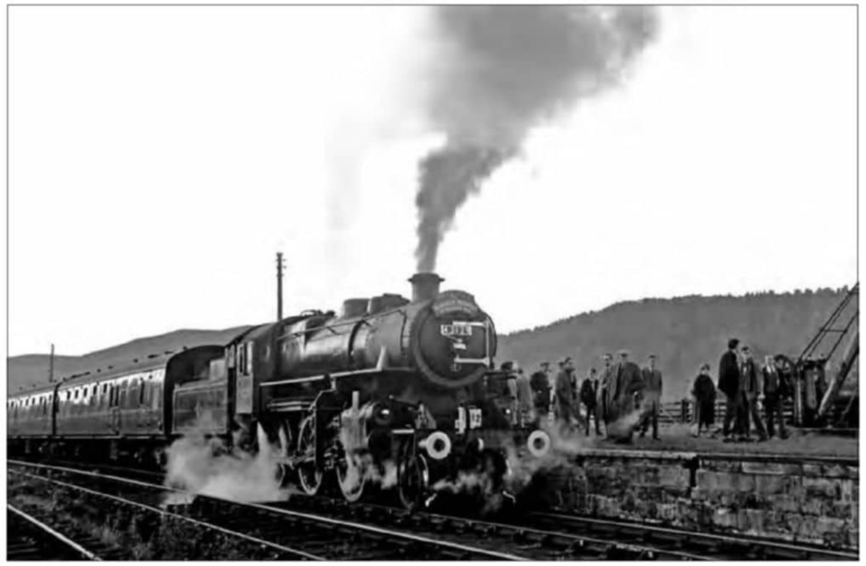


Scotsgap was the junction for the 13-mile Northumberland Central Railway branch to Rothbury opened in 1870 but lost its passenger service in 1952. The junction was reached by the tour at around 1.30pm where another reversal was performed for the next call to Rothbury. In this shot looking north-west towards the station the loco has detached from the stock and is running round to re-attach at the opposite end for the tender-first trip to Rothbury. Monitoring the proceedings and watchful of punters spilling onto the adjacent track is a BR Inspector.

Middle. Rothbury was reached sometime after 2pm but allowing a good stretch of time for yet another reversal and good look around the site. The latter offered the unusual ensemble where the 'main' line of the branch terminated upon a turntable, which accessed one spur to a brick-built single-road loco shed and another two spurs into PW sheds. The loco shed had been closed since September 1952 and in its twilight years was 'subbed' to North Blyth with a long-standing allocation of one J21 0-6-0. The photograph shows No.43129 having detached from the stock and running around to take its smokebox-first position for the return to Scotsgap. To achieve this manoeuvre the stock was pushed further back along the platform in order for the loco to detach and access a crossover onto the parallel line.



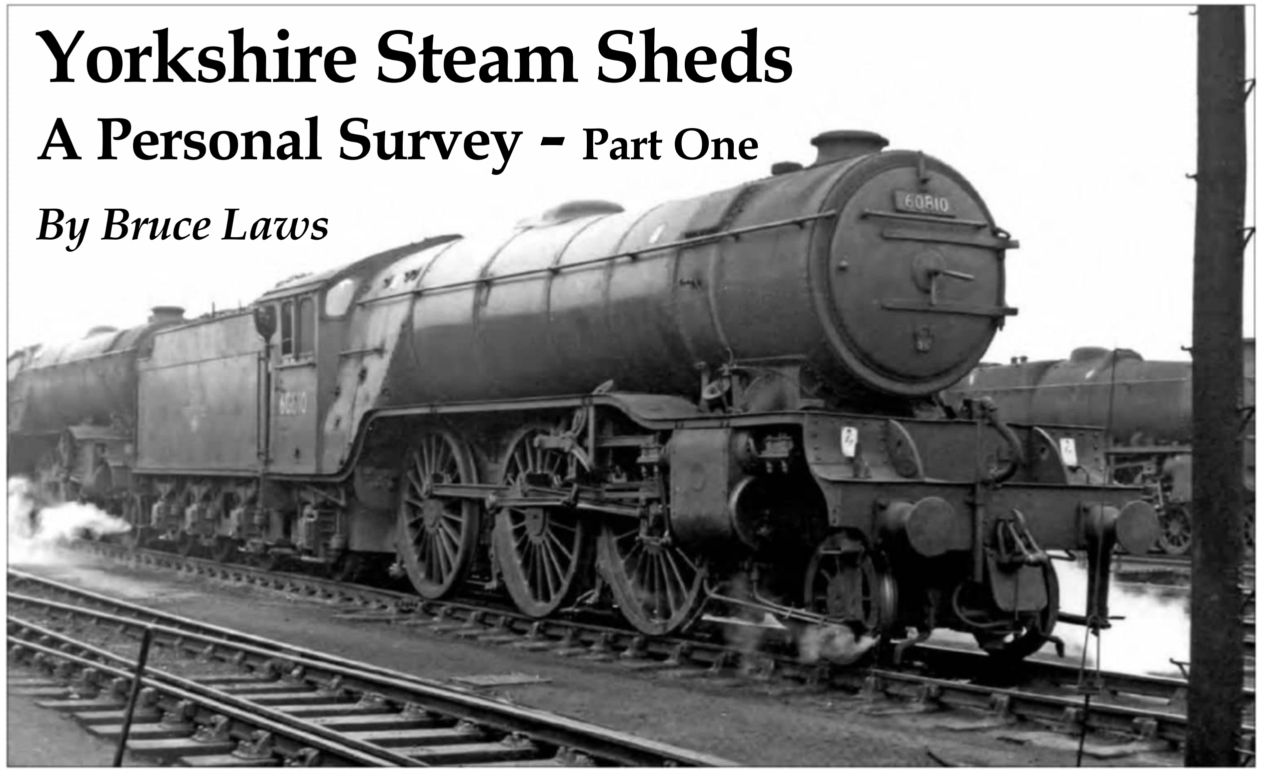
Bottom. With the light starting to fade No.43129 is ready for a timed departure for Scotsgap and Morpeth at around 3.15pm. The loco still bears its garland and 'valete' message and the occasion was its second visit to Rothbury within two months – the first being the extensive RCTS/SLS tour mentioned in the text when No.43129 visited the Rothbury branch on 29th September. Other than a private DMU special to Rothbury organised for the NER Chief Civil Engineer's staff annual outing in July 1964, the 'Wanderer' was certainly the last steam- hauled service to visit the branch.



Yorkshire Steam Sheds

A Personal Survey - Part One

By Bruce Laws



V2 2-6-2 No.60810, with no shed plate but sporting overhead wires warning flashes seen on its home shed York North on 24th November 1963. ***(copyright G W Sharpe – used with permission)***

Yorkshire was a happy hunting ground in the 1960s for the steam-starved East Anglian railway enthusiast. Within a relatively small area one could find depots, all by then technically in the North Eastern Region of British Railways, whose ancestry traced back to several of the predecessors of the London & North Eastern and London Midland & Scottish Railways. There was a veritable network of lines providing intensive coverage – reminders of the many railway companies that competed vigorously for the lucrative traffic (both goods and passenger) that the area spawned. Consequently there were lots of steam sheds with long histories.

Leeds, for instance, had five steam sheds (two former Midland Railway, one former London & North Western, one North Eastern and one Great Northern) and Bradford had three (one each from the former Midland, Lancashire & Yorkshire and Great Northern Railways). Whilst these might not have given the visitor the absolute variety and age range to be seen at, say, some of the London sheds which were much closer to hand, they did give more than sufficient variety to make the journey for a traditional 'shed bash' well worthwhile.

The photographs that follow from my collection display an assortment of some of these absorbing places. In an effort to present them in some sort of rational order I have elected to review them in shed code number order and focus on 1964. Please note this is not intended to be an all-inclusive survey. It is, rather, a snapshot of the sheds I knew.

York North (50A)

York North was opened by the North Eastern Railway in 1878 the year after the current York station was opened. It was on the west of the main line at the north end of the station where there was also access to the freight yards and the carriage sheds located at Clifton. The shed was bombed in April 1942 during the Baedeker Blitz and some locomotives were destroyed. In 1954 two of the shed's four roundhouses were demolished and replaced by a five track dead-ended straight shed. Roundhouses 3 and 4 were re-roofed and the 70ft turntable in roundhouse 4 was renewed.

In the summer of 1964 York North had an allocation of just over 100 locomotives comprising an assortment of mixed traffic and freight engines as well as the iconic collection of 4-6-2 express locomotives. Typically the weekend visitor would find Gresley V2 2-6-2s, Thompson B1 4-6-0s, BR Standard 9F 2-10-0s, WD Austerity 2-8-0s, Peppercorn K1 2-6-0s, Worsdell J27 0-6-0s, Peppercorn A1 4-6-2s, Stanier Black Five 5MT 4-6-0s, Ivatt 'Flying Pig' 4MT 2-6-0s, Robinson 04 2-8-0s and Raven B16 4-6-0s in addition to a variety of main line diesels and diesel shunters. York North engine shed closed to steam in 1967 and, in 1975, reopened as the National Railway Museum.

Leeds Holbeck (55A)

Leeds Holbeck shed, sited off the biblically named Ninevah Road in the Holbeck area of Leeds was something special. Dating from the late 1860s /early 1870s the shed was reassigned from the London Midland Region to the North Eastern Region in 1957 as part of British Railways rationalisation programme. It was a neglected structure overshadowed by a massive No.1 type concrete coaling tower that stood like a monument in the shed yard. The edifice had two bunkers that could hold 300 tons of coal and was able to service two engines at a time. The shed itself was a typical Midland Railway square roundhouse encompassing two turntables, each with radiating tracks crowded with locomotives standing in close formation. The visitor would find the air thick with smoke, hot oil and steam but would be rewarded with something like 45 locomotives present. As the shed still had a noticeably London Midland Region feel these would typically comprise Stanier 5MT 4-6-0s, Fairburn Class 4MT 2-6-4Ts, maybe a Fowler equivalent or two, Ivatt 4MT 2-6-0s, Stanier 8F 2-8-0s, BR Standard Class 5MT 4-6-0s, **and Stanier Jubilee 4-6-0s.** Having accommodated steam locomotives since opening in May 1868, the introduction of diesels in the 1950s had led to steam being serviced side by side with main line diesels shunters by 1964.

Holbeck shed closed its doors to steam on 30th September 1967 and the buildings and the concrete coaling tower were

Britannia 4-6-2 No.70020 *Mercury* on York Shed's external turntable, which was located about 600yds from the main shed building. *Mercury*, apart from an initial allocation to Old Oak Common, spent most of its fifteen-year service life allocated to West Coast sheds.

BR Standard Class 5MT 4-6-0 No.73010 seen near Leeds Holbeck. New to Holbeck in August 1951 it moved to Leicester GC in September 1959

demolished in 1970. Today the site is occupied by Network Rail Holbeck Traction Maintenance Depot.

Stourton (55B)

Stourton shed was located on the south/west (Down) side of the former Midland Railway main line about three miles north of Woodlesford station at one end of the miles of sidings and yards in the Hunslet area of Leeds between Stourton and Holbeck. The shed, quite a modest Midland Railway brick built roundhouse with a single turntable, dated from 1893. In 1964 the shed was noted for being home to no less than eight of the twenty BR Standard 77000 series of Class 3MT 2-6-0s with all eight frequently among the 30 or so engines on site for a weekend visit. Among the others would be WD Austerity 2-8-0s, Fowler 4F 0-6-0s, Ivatt 4MT 2-6-0s, Stanier 8F 2-8-0s, and a few diesel shunters.

Stourton shed closed to steam in January 1967 but was almost instantly resurrected as Stourton Freightliner Terminal (Stourton FLT), which, in the language of today is 'a railfreight intermodal transport hub.'

Royston (55D)

Royston shed was situated on the east side of the railway south of Royston and Notton station on the old Derby to Leeds line initially constructed in 1840 by the North Midland Railway. The shed was an impressive LMS built ten-road facility created to service the vast amount of coal traffic from the numerous collieries in the Barnsley area. It was close to the Monckton Coke & Chemical Works and was also convenient for Royston Junction, about a mile to the north, which allowed entry to the Lancashire & Yorkshire Railway's Calder Valley line over the Pennines to Lancashire.

Coaling facilities, ash disposal and a water treatment plant were on site but there was no turntable, which meant that engines needing turning either use the turntable in the nearby Carlton Yards or the triangle formed by the various lines that bordered the shed. As would be anticipated, allocations had always concentrated on freight locomotives. In former times Midland and LMS 2F, 3F and 4F 0-6-0s prevailed, together with some Fowler 7F 0-8-0s and LMS Garratt 2-6-0+0-6-2s were not unfamiliar. The shed also had some passenger locomotives until the early 1960s when local passenger services fell into decline. In 1964 most of the 40 - 50 locomotives allocated to Royston were Stanier and Austerity 2-8-0s but there would also be various forms of the 4F 0-6-0, Black Five 4-6-0s and the odd BR Standard 9F 2-10-0 together with a few diesel shunters.

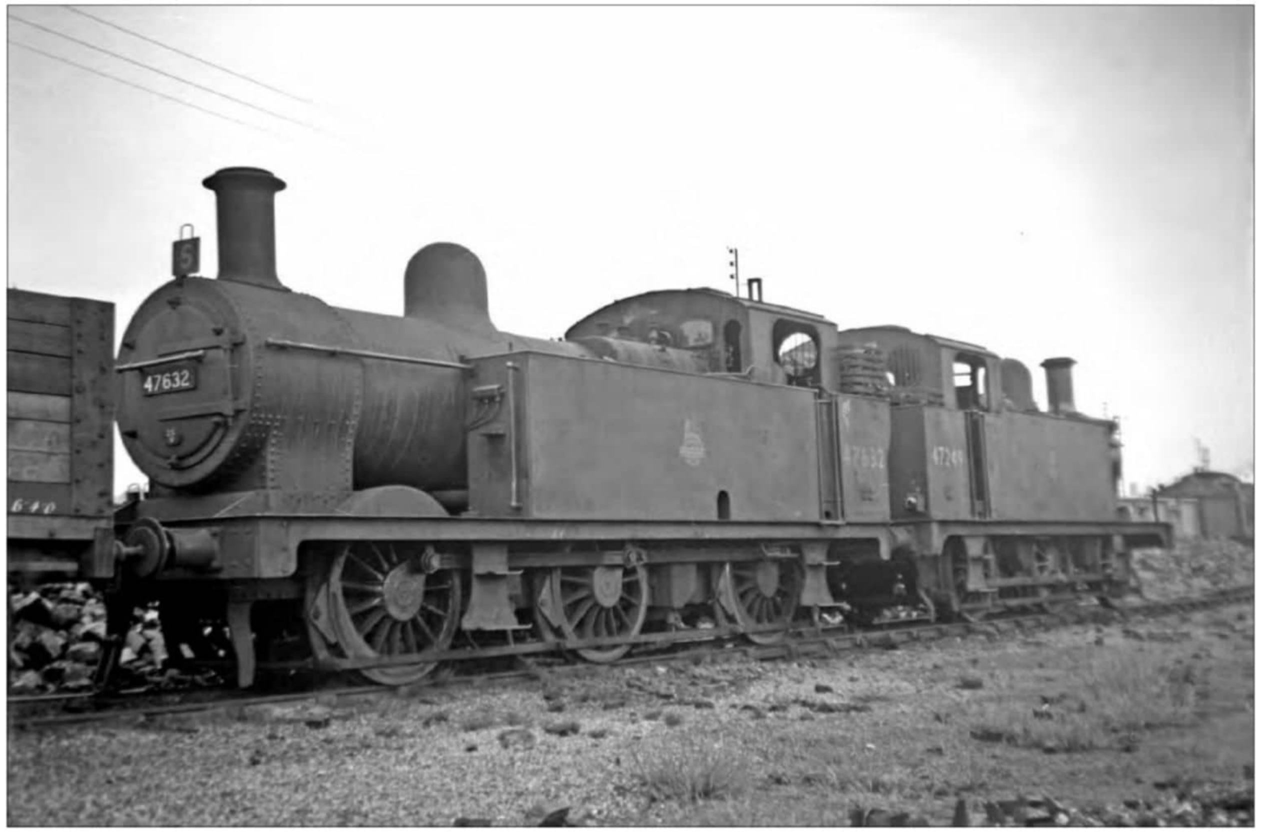
Royston shed closed in November 1967 and Royston and Notton station closed in 1968. Royston's rail line is still operative, but is only open to freight trains bringing sand to the Ardagh Glass factory in neighbouring Monk Bretton.

Normanton (55E)

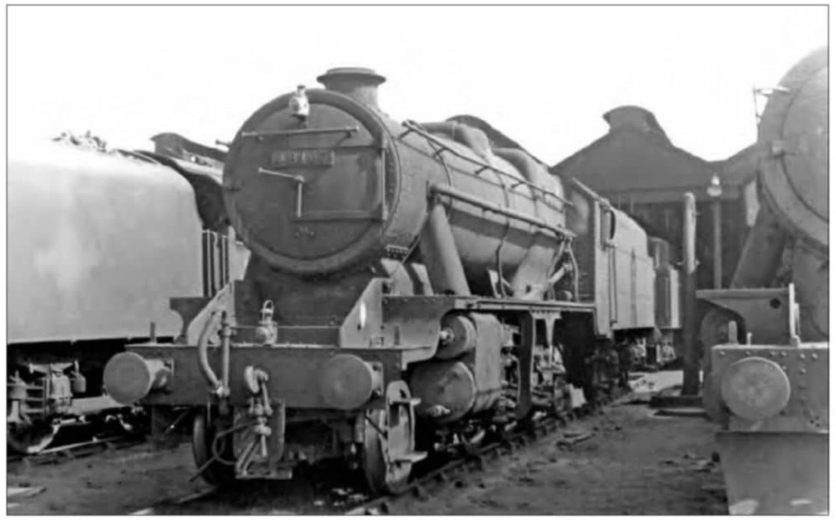
Normanton shed was located off Altofts Lane – near to where the Maritime Transport rail depot and Diggerland Yorkshire are now sited. The shed was sited directly north of Normanton station on the east side of what is now referred to as the Hallam line which connects Leeds and Sheffield via Castleford. The visitor in 1964 would have found a brick built five-road, north-facing dead-ended structure constructed as a joint effort by the Midland and Lancashire & Yorkshire Railways in 1882. If the visit was on a Sunday they would have found about 25 occupants with half of them being Austerity 2-8-0s and the remainder being 4F 0-6-0s, Stanier 8F 2-8-0s, with perhaps and couple of Fairburn 2-6-4Ts and an Ivatt 4MT 2-6-0. Normanton shed closed in January 1968.

In Part Two of this article I will conclude my look at the '55' group of sheds with reference to Huddersfield Hillhouse and move on to the '56' group of with memories of Ardsley, Mirfield and Bradford Low Moor.

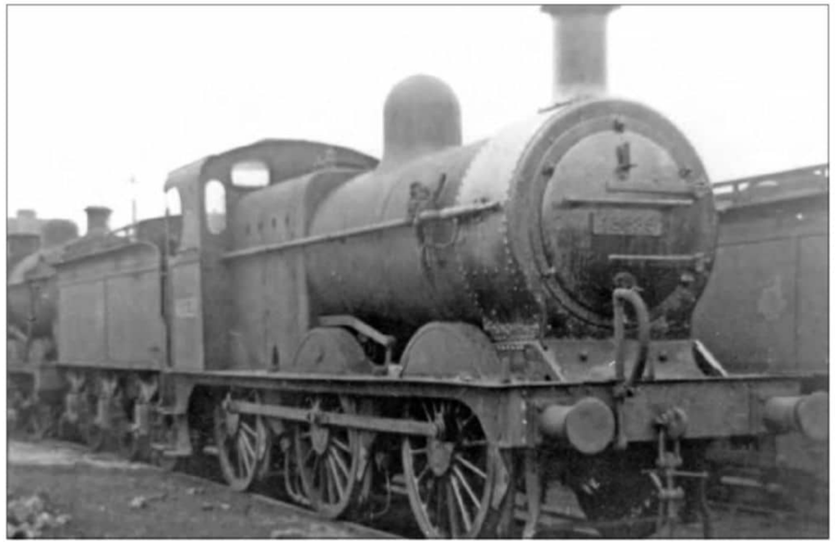
Fowler 3F 0-6-0T Nos.47632 sits rather forlornly in the yard at Stourton, bearing a 20B shed plate towards the end of its six year sojourn there for this is 1957 at the latest, by which time Stourton was coded 20B as a sub-shed of Leeds Holbeck. It is backed up to its ancestor in the form of Johnson Midland 3F 0-6-0T No.47249 which was also Stourton-based at that time.



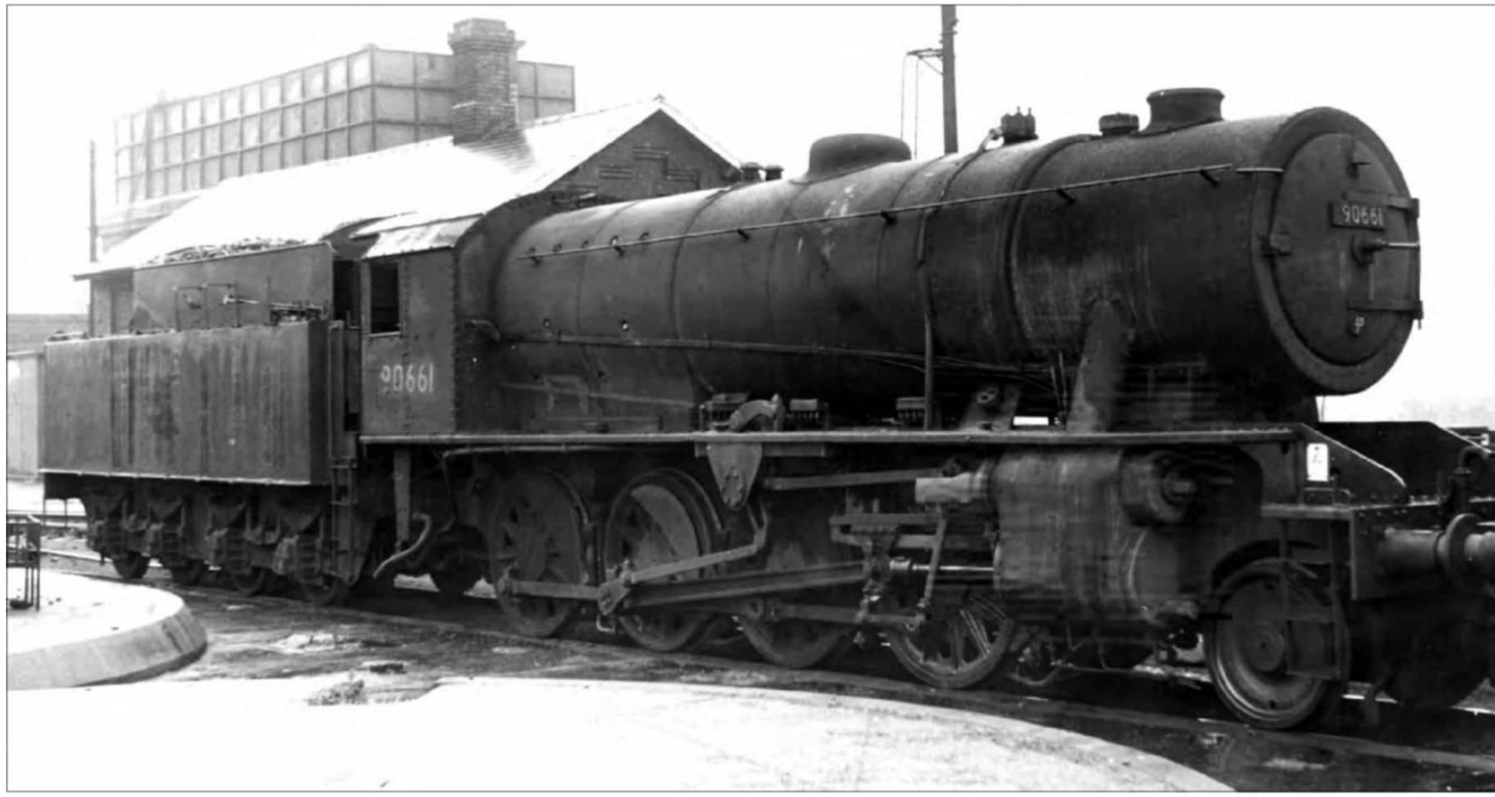
***Top*. Stanier 8F 2-8-0 No.48162 stands in the grime outside the former Midland Railway shed at Royston. Bearing the BR Eastern Region lamp code for an unfitted through freight, this locomotive was a wartime (1943) product of Crewe Works and was based at Royston from March 1959 to withdrawal in June 1967 from where it went the way of so many of its class – being scrapped at Cohens, Kettering, in November 1967**



***Middle*. Midland Railway Johnson 3F 0-6-0 No.43639 shown at Normanton shed sometime during its BR allocation there, which ended in December 1959 about eight months before withdrawal.**

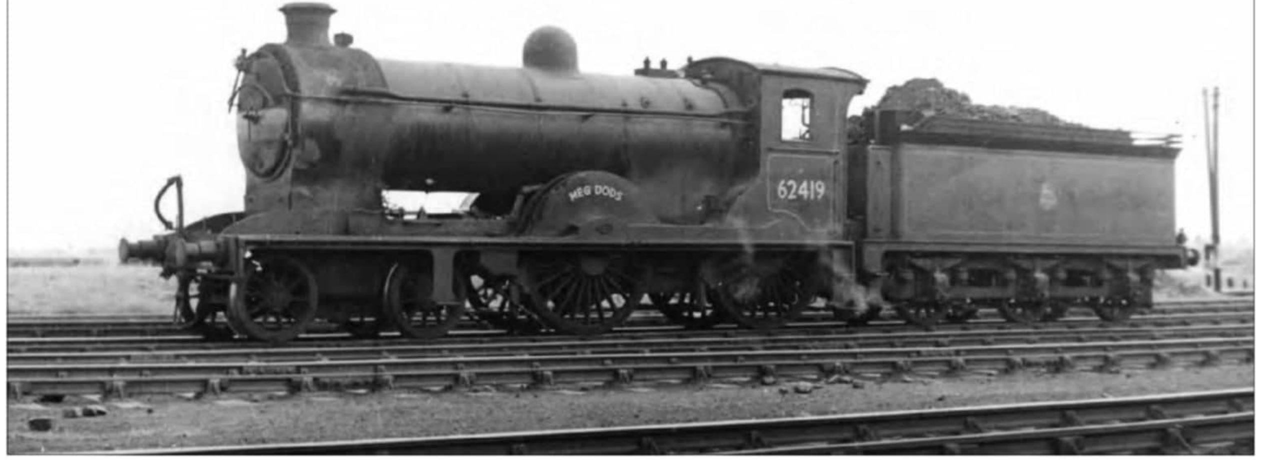


***Bottom*. A rather run-down Austerity 2-8-0, No.90661, at Normanton shed 12th June 1961. This locomotive, built by Vulcan Foundry in September 1944, entered service as War Department No.79182. Five years later it entered BR stock and was based at Hull, Haverton and Royston before arriving at Normanton in September 1959 where it spent the last four years of its active life.**



Drummonds

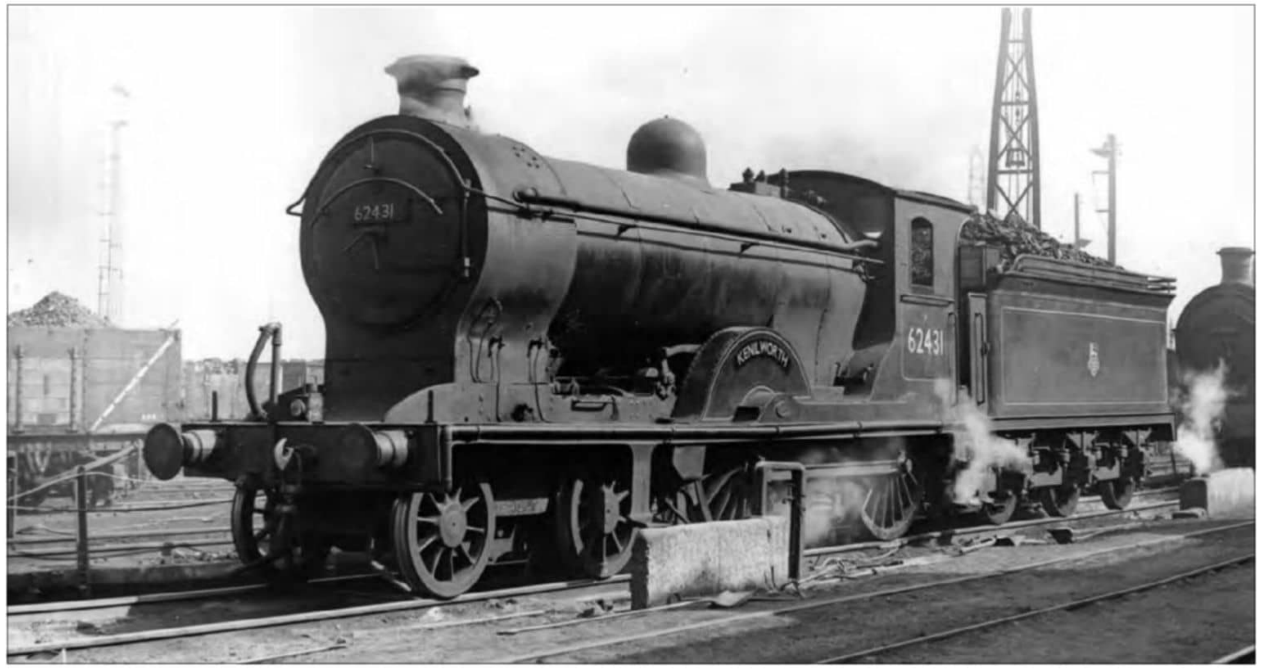
By Peters Groom



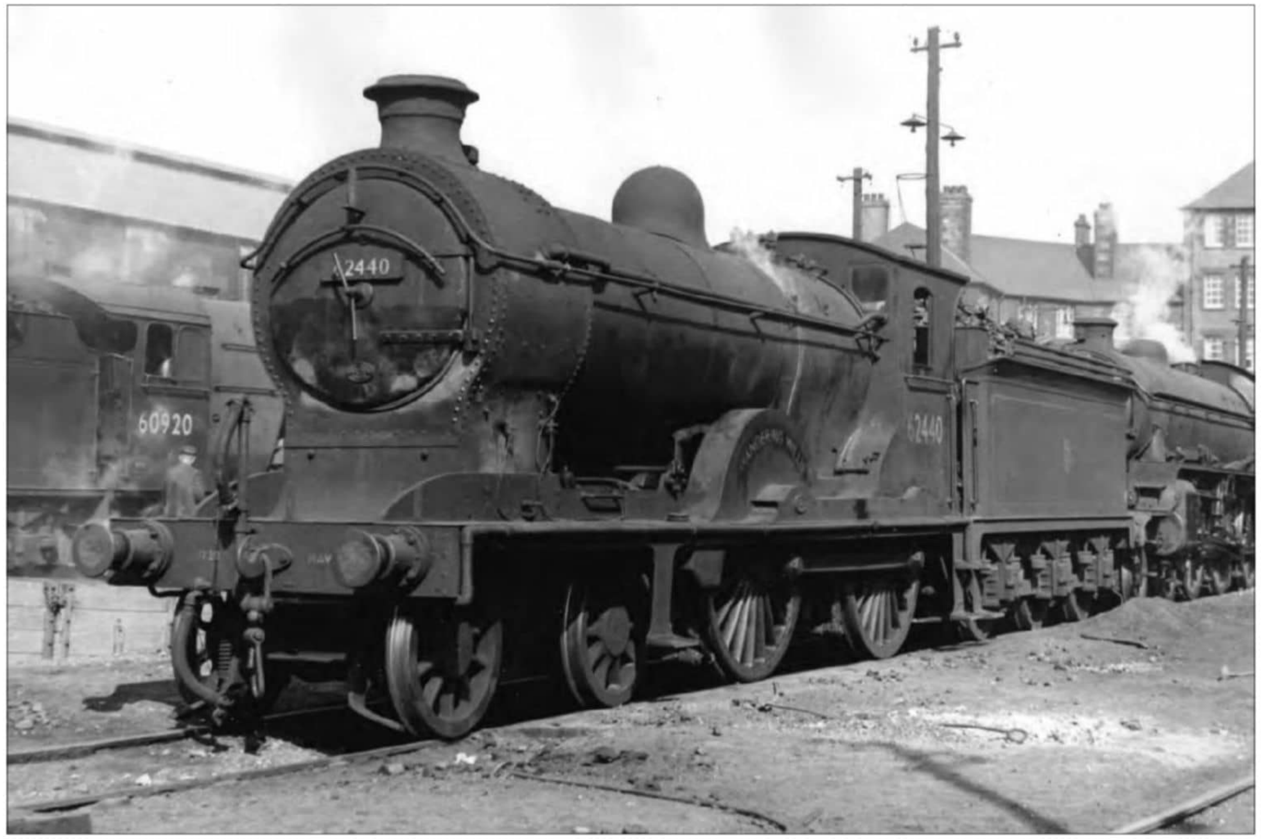
D30 62419 *Meg Dods* at Thornton Junction shed on 28th July 1954. It had worked from Thornton since 1931 and was withdrawn in September 1957. Note the Cowlairs cab lining.

Matthew Holmes followed Drummond as Chief Locomotive Engineer of the North British Railway. We do not know if he was influenced by his Board, but he was not in favour of giving locomotives names, to the extent of removing the names from the few locomotives that had them. Perhaps this was the reason why when Reid took over and designed a class of Atlantics and gave them names, the names were simply painted on to the leading splasher. The new century saw a considerable increase in the demands placed on express passenger engines. Improvements in comfort and increase in demand for services were common to almost all of the railways, but soon the benefits of superheating were seen as a cost-effective way to improve locomotive efficiency. By 1914, all of the Scottish companies had superheated engines, which were already in service, but built to new designs. Reid produced what became LNER D30 and D34. Both classes had the same boiler, but there was a difference in the driving wheel diameter, 6 feet for the Glens and 61/2 feet for the Scotts. Cowlairs built D30 from September 1912 to December 1920, and D34 from September 1913 to September 1920. The locomotive names were painted on the leading splasher. The Glens were primarily for the West Highland line, which the North British had taken over in 1908. The Gresley solution to the locomotive problem was to build a 2-6-0 with driving wheels only just over five feet in diameter with three cylinders. It could take up to 300 tons over the line. The D34s were limited to 190 tons but the RCTS *Green Guide* commented 'none of their six coupled successors stood up to the pounding as they did'.

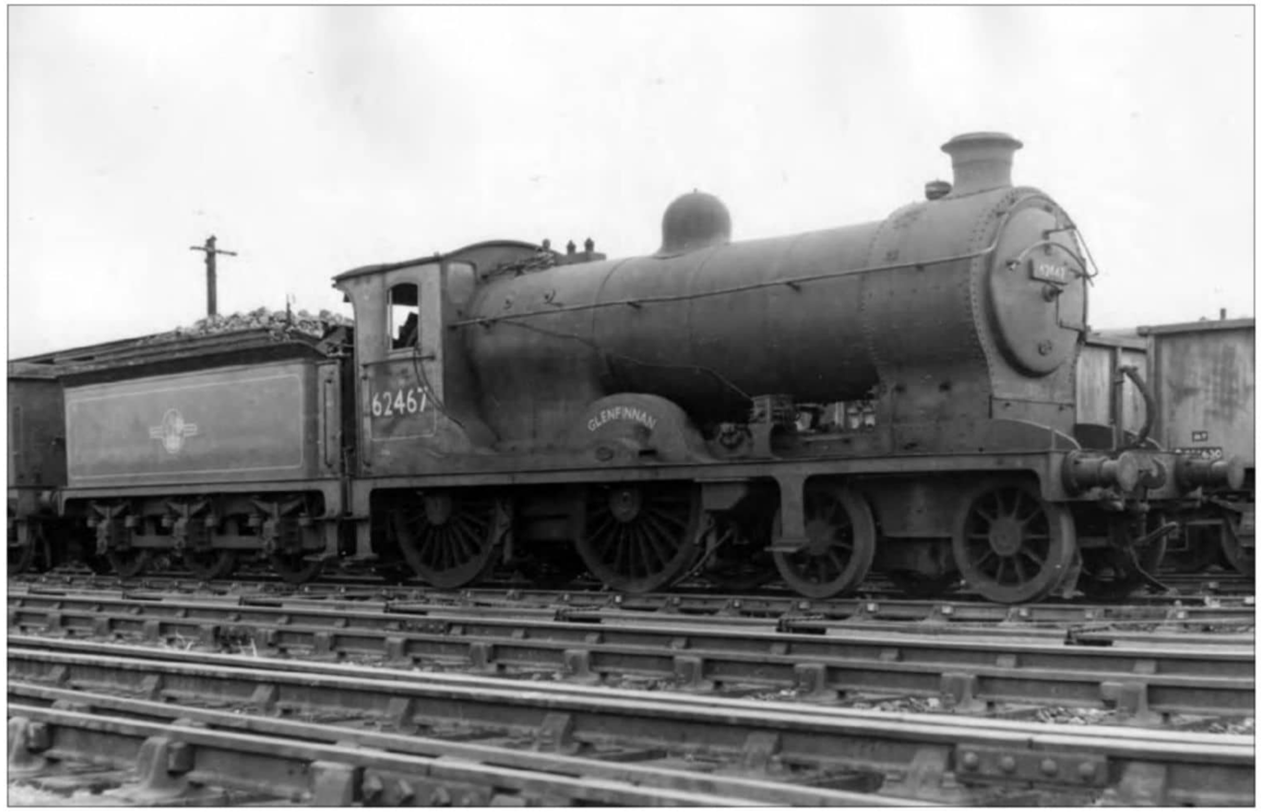
This article started with a few photographs of the D30s and D34s, but got out of control!



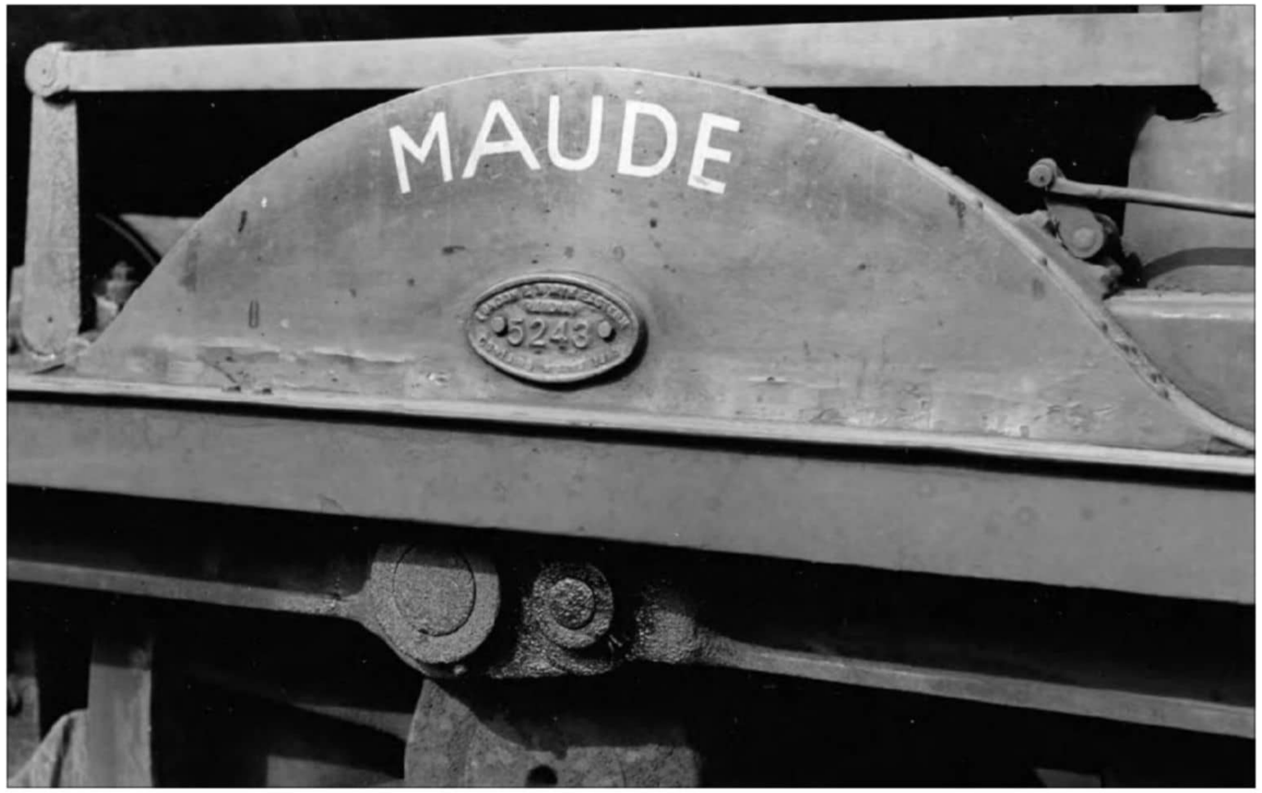
D30 62431 *Kenilworth* at Thornton Junction shed on 3rd September 1957. It was allocated to Thornton Junction from 1928 to withdrawal in October 1958 and carries the Inverurie cab lining.



D30 62440 *Wandering Willie* at St Margarets shed on 3rd September 1957. It was at Hawick from 1934 until withdrawal in July 1958 and worked over the length of the Waverley route.

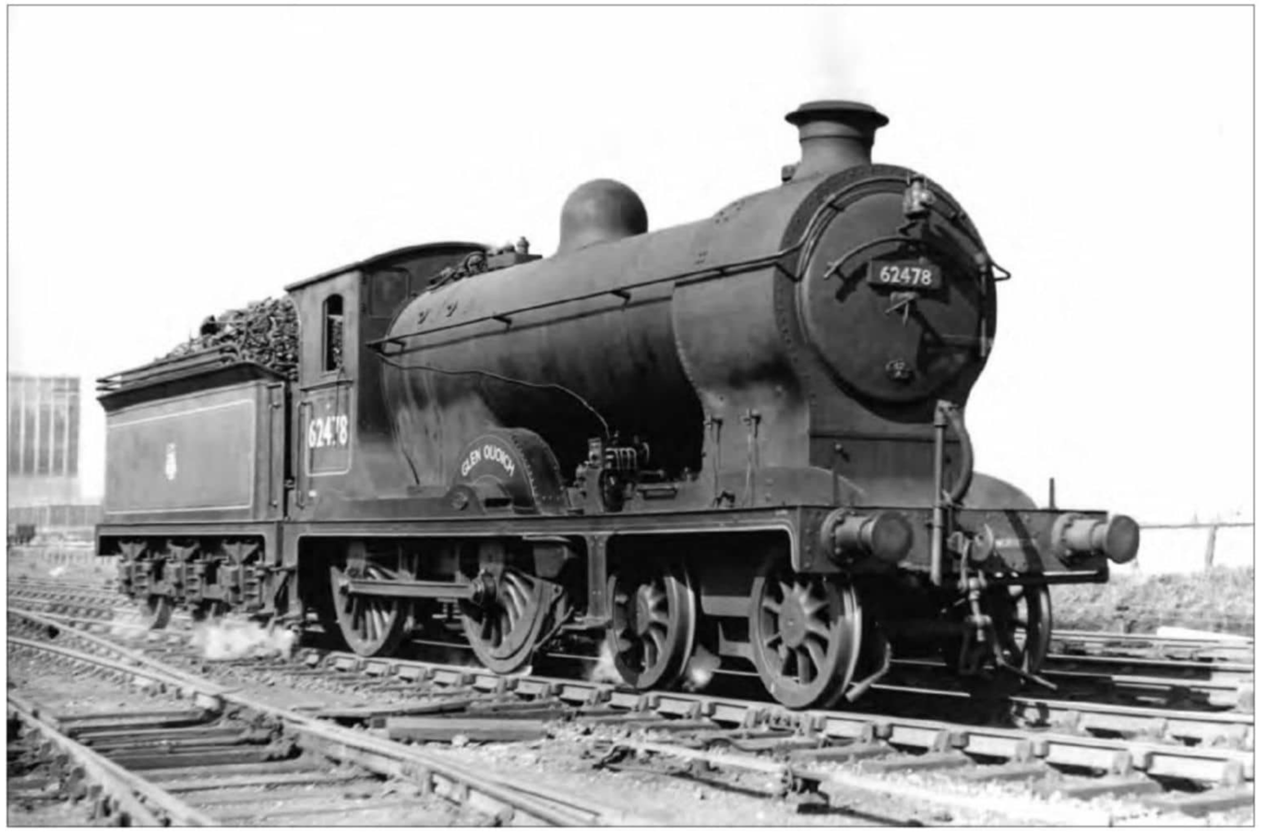


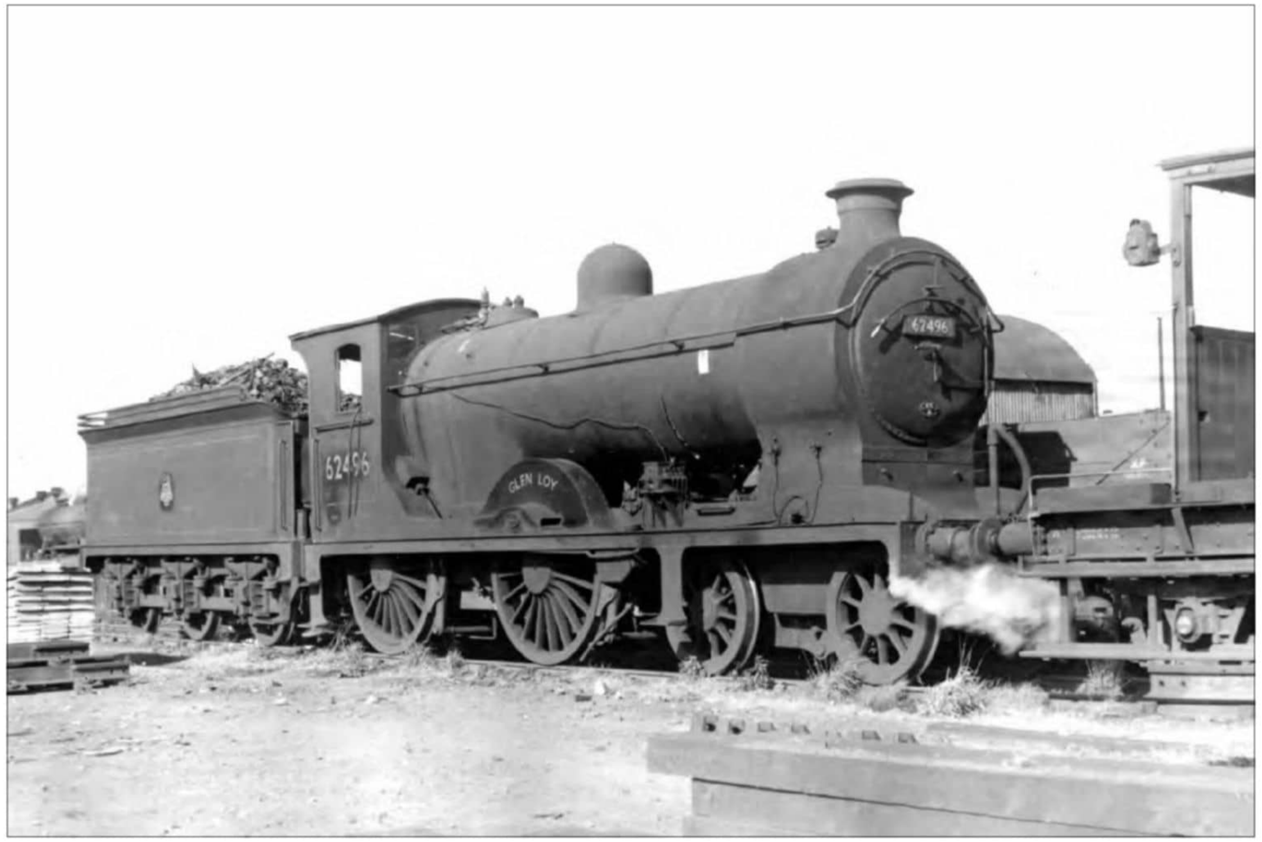
D34 62467 *Glenfinnan* out of use at Thornton junction on 11th August 1960, one day after it was officially withdrawn. The first of the class, it worked from Thornton throughout the LNER and BR periods. Since the class were to work on the West Highland line, the name was taken from the famous viaduct. The rest of the class had names of glens. It carries the Inverurie repaint with later BR emblem (with lion facing the wrong way). I believe that there was a *Glen Finnan*, and it was once returned to traffic with these two words on its splashers and was soon named correctly but cannot trace the date. Does anyone know?



25 of the class that became LNER J36 saw overseas service during the First World War. Each one was given a name by the NBR when they were put back into service. Some did not get the name repainted after overhaul, and regained it at a later works visit. 65243 lost its name at Inverurie in summer 1945 and Cowlairs restored it three years later. Inverurie removed it in summer 1956. Someone at Haymarket shed repainted the names in early 1960. The name *Haig* had been carried by 65226. The engine was withdrawn in 1951. Someone at Craigentinny decided in 1953 that another *Haig* was needed and the name was painted onto 65311 - an engine that had not seen military service. At the next works visit, to Inverurie, the name was repainted and stayed until withdrawal in late 1963.

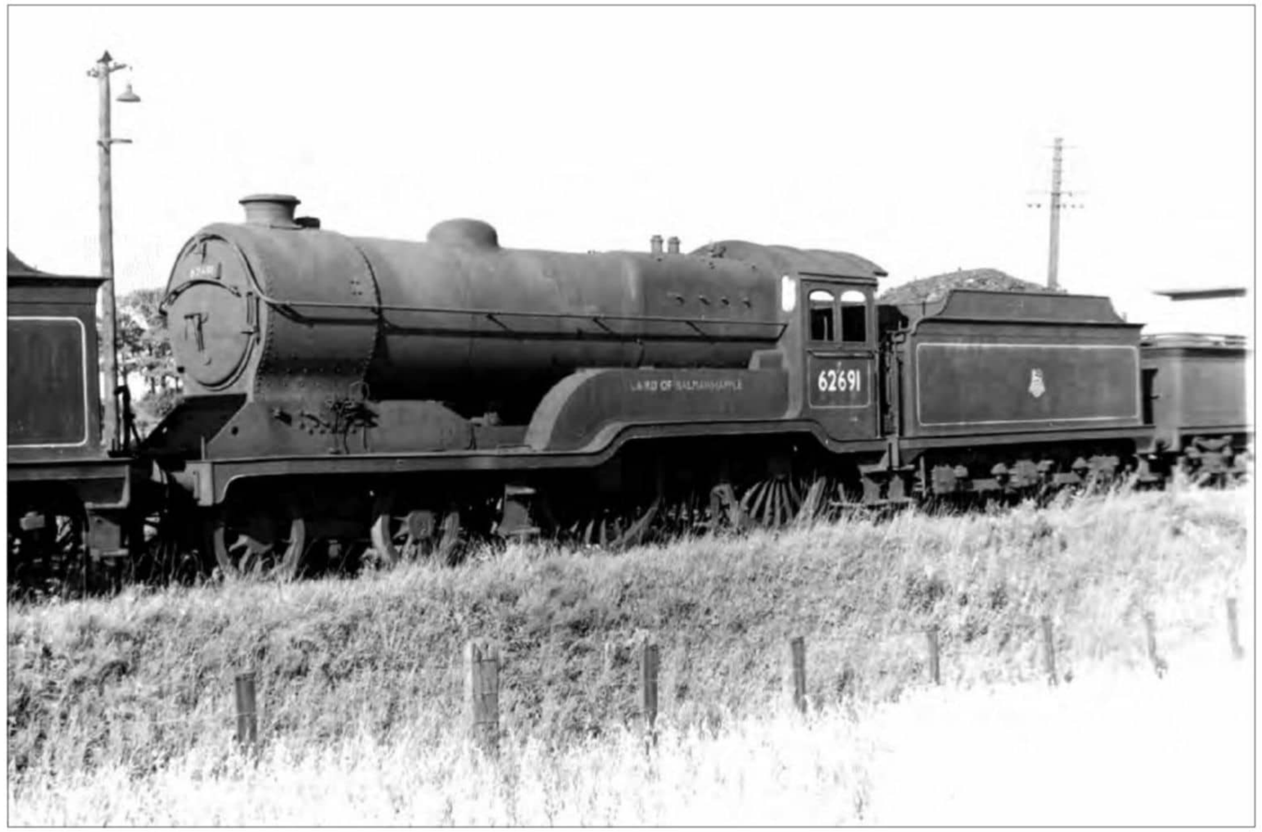
D34 62478 *Glen Quoich* near Thornton shed on 3rd September 1957, four months after its last overhaul, at Inverurie. It moved from Haymarket to Thornton in late 1924 and would be withdrawn at the end of 1959.





D34 62496 *Glen Loy* with a Permanent Way train near to Eastfield shed on 16th August 1960. *Glen Douglas* had already been restored and was in running order. 62496 was the last of the class to be withdrawn, in December 1961. All of its LNER and BR service was from Eastfield.

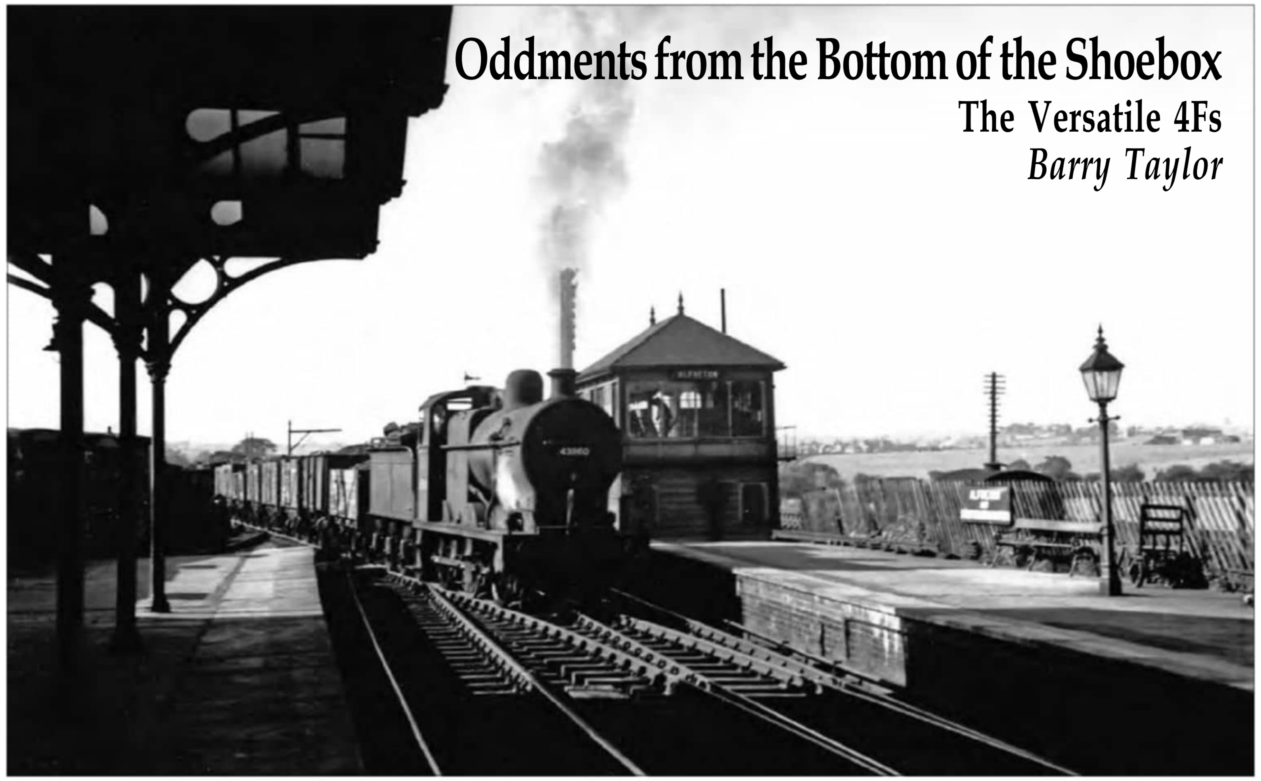
An article on the Scottish Directors appeared in *BRILL* 26/12, but this shot of 62691 *Laird of Balmawhapple* in store at Polmont on 14th August 1960 shows that the North British custom of painting names was carried over by the LNER. Gresley had these built very quickly after the Grouping before his own D49. The Great Central Directors in England had their names on nameplates! 62691 was officially withdrawn in July 1961. It had been allocated to Haymarket for all of the BR period.



Oddments from the Bottom of the Shoebox

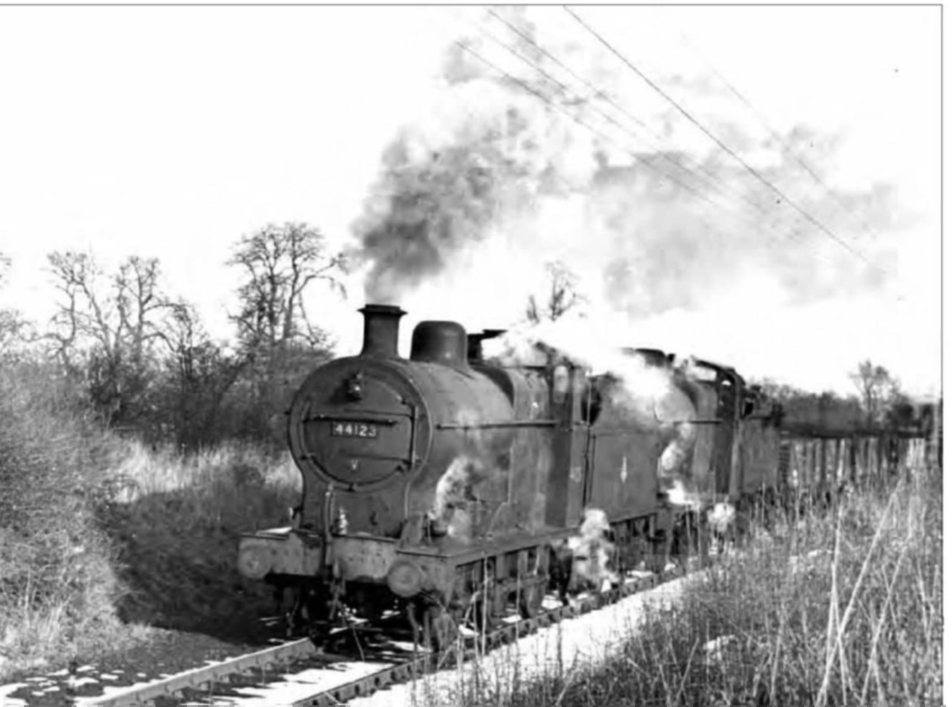
The Versatile 4Fs

Barry Taylor

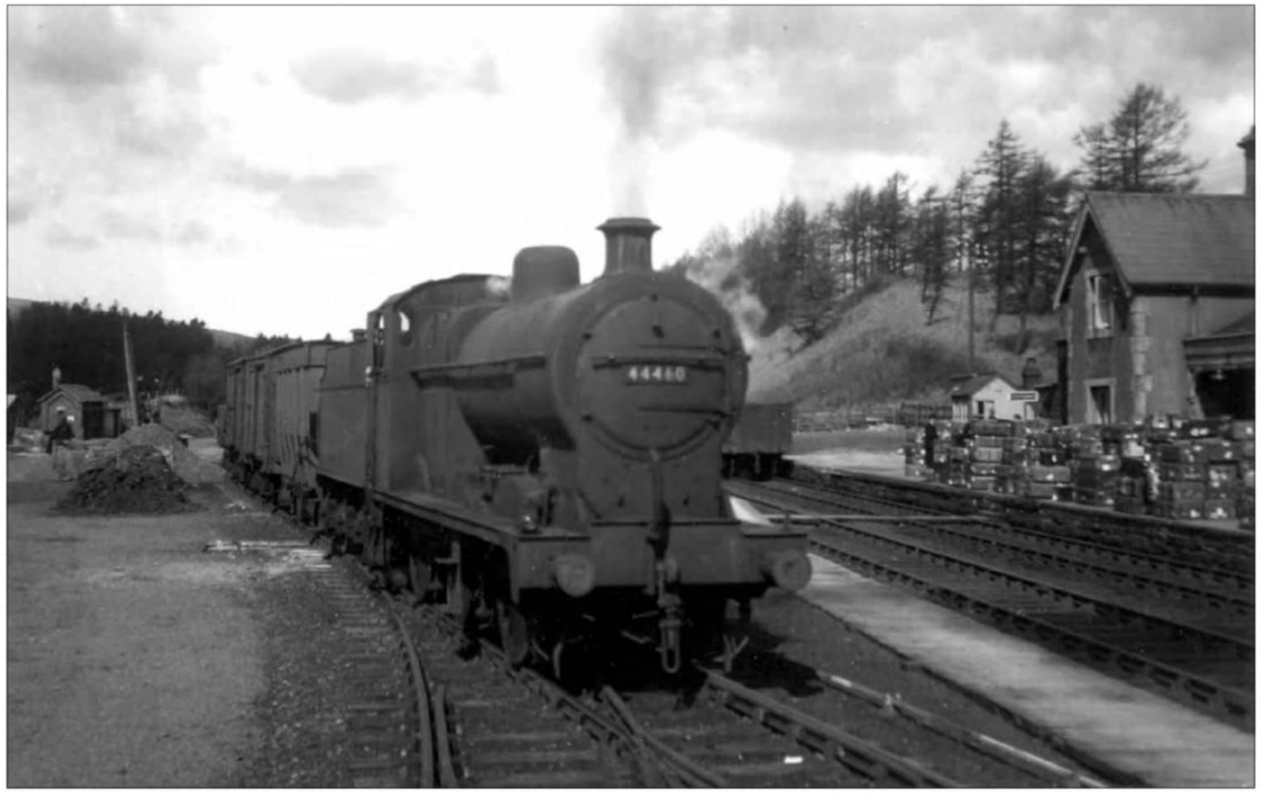


One of my good friends, once a fireman at Cricklewood shed in north London, often states that 'you could do anything with a 4F'. He was of course referring to the former Midland Railway Standard Class 4 goods 0-6-0 tender engine class, which the London Midland & Scottish Railway later perpetuated in great numbers after the 1923 grouping. The Midland contributed nearly two hundred of their original 4Fs to the newly formed LMS, and the latter company subsequently constructed another five hundred and seventy-five between 1924 and 1941; a further five of the Midland variety also came into LMS stock in 1930 when the Somerset & Dorset Joint Railway was absorbed. In the case of Cricklewood shed a 4F could be deployed on anything from a pick up goods to a fast Tilbury boat train, and a cross-London freight to yard shunting. It was certainly true that a 4F was a versatile and adaptable locomotive, and despite being primarily intended as a goods engine, they found use on a wide variety of both freight and passenger duties in many parts of the country, ranging from Bournemouth in the south-west to Norfolk in the east, and from the London area to Scotland. They were also remarkably long-lived, with all passing into British Railways ownership in 1948, and despite increasing withdrawals during the years of dieselisation the last examples did not disappear until 1966. Here are just a few examples from the Shoebox of how a 4F could be found on all sorts of duties in various corners of the railway network.

Above. The 4Fs are well remembered for heaving around loads of coal in the old Midland Railway heartlands of Nottinghamshire and Derbyshire, and 43860 from the local Westhouses (18B) shed is doing just that as it edges into the shadows through Alfreton & South Normanton station. The locomotive is one of the original Midland Railway batch and therefore is paired with a typical low-sided tender. The train is heading southwards from the yards just to the north of the station, and the coal will probably be destined for either a local power station, or more probably, London via the marshalling yards at Toton.

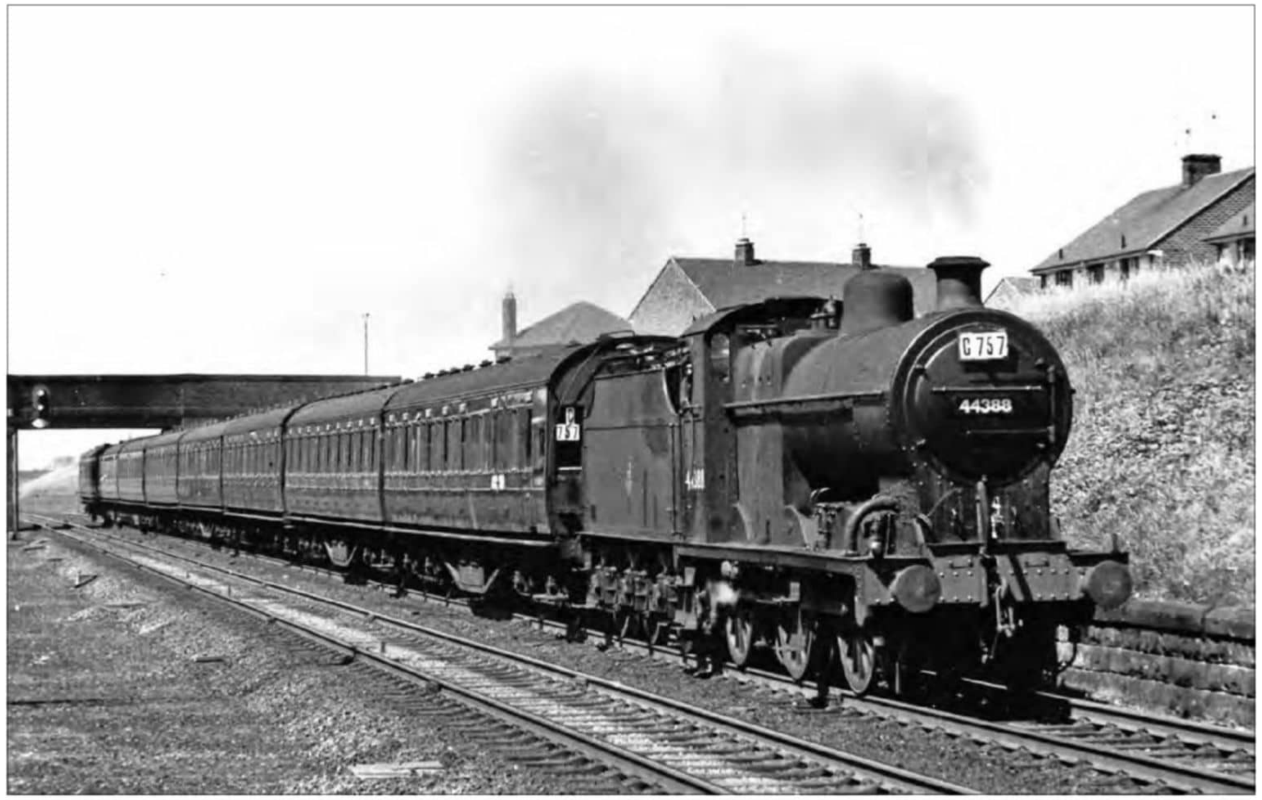


Left. The 4Fs were often to be found at the head of trains in the company of another locomotive, with double-heading particularly being a feature during Midland Railway days owing to their 'small engine' policy. Here 44123 is following the habit in later days as it heads a train of coal with another member of the class, the pair conveniently illustrating the different types of tender that were in use. The leading engine is seemingly a long way from home at Gloucester Barnwood shed (22B) as it heads through the wintry Northamptonshire countryside near Horton on the old SMJ single line from Ravenstone Wood Junction to Towcester and Stratford upon Avon. However, this was a regular working for West Country 4Fs with trains running through from Bristol to Olney and Bedford; this particular return working originated at an East Midlands colliery and was destined for a power station near Gloucester. _(N Oldfield collection)_



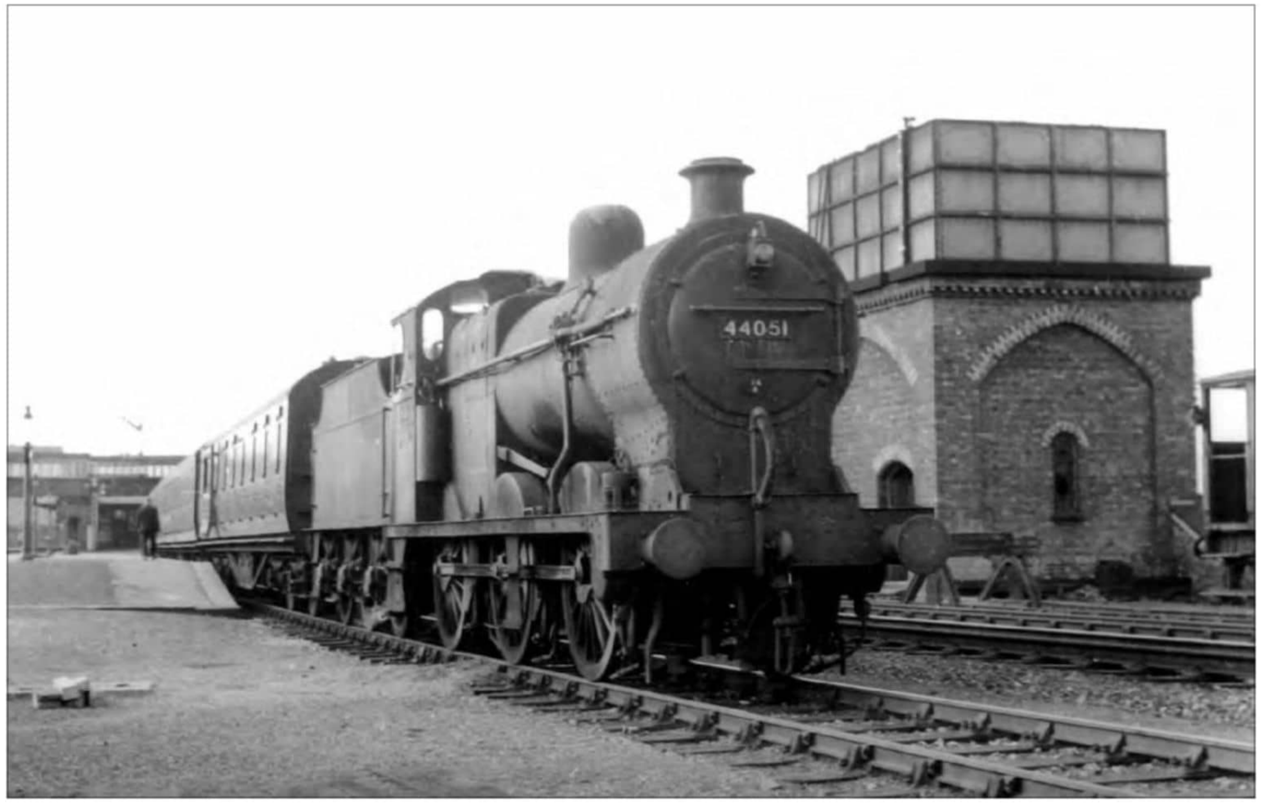
The class was equally suited to lighter branch line goods workings, and in this scene 44460 is shunting the daily goods, locally known as the 'Nibblem', at the remote Yorkshire location of Sedbergh on the branch line from Low Gill to the 'other' Clapham Junction near Hellifield. It is March 1951, and on the adjacent platform can be seen a large number of suitcases and trunks; this will be the luggage of pupils from the nearby famous Sedbergh school which is probably awaiting departure by 'PLA' (passenger luggage in advance) for the Easter holiday break.

A fast run down a main line was also within the capabilities of a 4F, and this is amply illustrated by locally allocated 44219, as it hustles a southbound fitted freight past a 'double-peg' at Gayton, on the West Coast main line just to the north of Blisworth. Most freight traffic actually ran via the Northampton loop with only the faster fitted trains running via the 'old' main line, and these were longer distance jobs normally headed by appropriate main line locomotives; to find a Northampton 4F on one of these was distinctly unusual. _(B. Denny)_



44388 from Barrow (11B) shed is also enjoying a gallop along an unidentified stretch of four track main line on what appears to be a substantial eight coach passenger service. However, all is not what it seems and the headlamp code on the locomotive reveals that this is actually an empty stock working, and judging by the 'C757' stickers on the engine and coaching stock the train will probably be forming a special or excursion service from somewhere in the north of the London Midland Region.

44051 from 14A (Kentish Town) shed in north London has somehow strayed up the Midland main line to Wellingborough, where it has appeared in the bay platform at the southern end of the station at the head of a short passenger train. This bay was normally used for branch passenger services to Northampton over the Nene valley line, which were usually formed of a two-coach pull & push set and an Ivatt or Standard 2-6-2 tank locomotive. An all-stations trundle on this type of train would be an easy duty for a 4F, and they were often to be found on similar branch line and secondary passenger trains in many areas of the country. *(R Blencowe)*



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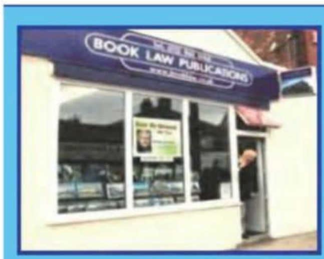
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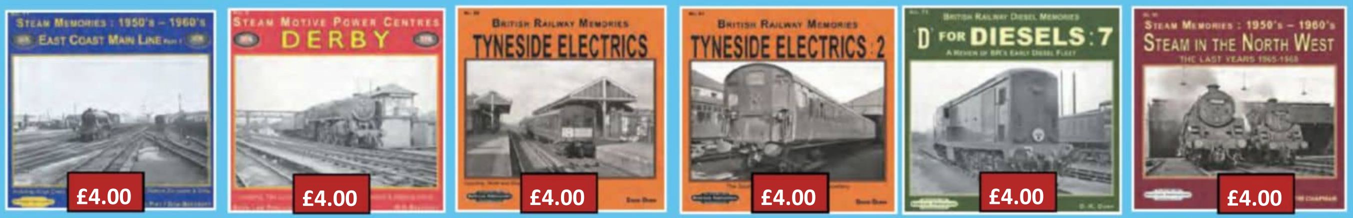
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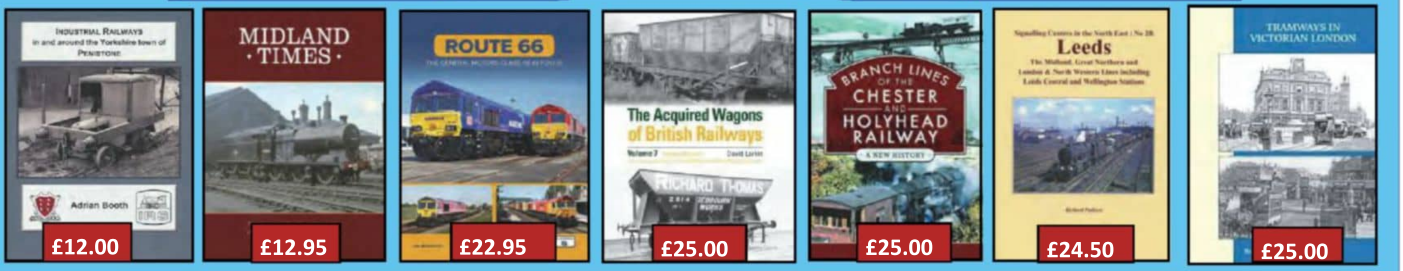
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